

Appendix E: Yuma Metropolitan Planning Organization Meeting Minutes

Date	Meeting	Excerpts from YMPO meeting minutes
August 29, 1992	YMPO Executive Board	<p>Mayor Tippettt stated this is a good opportunity to again consider the new travel corridor, or loop concept and, he suggested getting public input at the beginning. Mayor Tippettt stated the city is in the process of preparing its General Plan Update and needs to know the direction of the YMPO and Yuma County on the loop issue.</p> <p>Chairman Reyes recommended that more emphasis be placed, by the YMPO, on the planned Area Service Highway.</p> <p>Supervisor Bryant stated the YMPO should consider the impacts of the eventual North American Free Trade Agreement (NAFTA) and the possibility that the impacts can be offset by taking advantage of positive impacts. Supervisor Bryant suggested the YMPO give priority to the southern leg of the new travel corridor. Chairman Reyes stated that the NAFTA just legalizes what has already been happening, and that the YMPO should be working on the travel corridor regardless of what happens with the NAFTA. Supervisor Bryant added that the accessibility to Mexico is a draw for tourism and the more difficult it becomes to travel into Mexico, the possibility exists the visitors may seek other areas. Chairman Reyes stated that 30 maquiladoras exist in San Luis, Sonora and that number is expected to grow to 35 in the next year. He further advised a recent study shows that 40% of the cars from Mexico are going to the Yuma area (or their destination is not San Luis, Arizona). He stated a bottleneck at the port could cause economic losses to San Luis as well as the Yuma area.</p> <p>Mayor Tippettt stated he would favor a Presidential Permit to open a new border crossing into Algodones, B. C. at 8th Street. He stated this would make Mexicali 30 minutes away. He cited an example of Laredo, Texas where they have three (3) toll bridges into Mexico that bring in a large amount of revenues. Councilman Rodriguez stated there has been a feasibility study on this in the past. He recommended that the various agencies involved in such a project should be brought together to discuss. Chairman Reyes recommended that any discussions include representatives from the U.S. Customs. He stated their support would be vital to the project</p> <p>Consensus of Board members to direct YMPO to look into this issue: Supervisor Bryant stated he would agree that the YMPO could work toward completion of the Area Service Highway and a new travel corridor at the same time. But a location for a complete route will be a long time coming even if everyone involved agrees. Supervisor Bryant stated he feels the local agencies should "catch the wave of excitement" on NAFTA and give the southern leg of the travel corridor priority over the other legs. Supervisor Peterson stated the adopted YMPO Work Program/Budget already authorizes the staff to work on the update of the Countywide Transportation Plan and make the travel corridor issue a part of that work.</p> <p>Chairman Reyes asked for direction from the Board members on how to address public input. He asked if the Board wanted to do something different that what was done previously. Councilman Steiert suggested the YMPO consider roundtable-type meetings with citizens similar to what the City of Yuma has done on the 2% tax issue.</p> <p>Doug Lowe stated the Area Service Highway is in the construction phase. However, the loop needs more planning. And, even if it is not constructed until way into the future, the City needs to begin now to plan around it.</p> <p>Chairman Reyes stated the Intermodal Surface Transportation Efficiency Act (ISTEA) requires that the CTP be updated by October 1, 1993. He stated he would like to see the YMPO get it done much earlier than that. Robert Vaughan advised the YMPO needs to work in concert with the updates of the City and County General Plans.</p>
March 18, 1993	YMPO Technical Advisory Committee	<p>1990-2010 Countywide Transportation Plan Review/Update – Mike Steele presented what he described as city staff concept of a new travel corridor. The guidelines used were as stated:</p> <ul style="list-style-type: none"> ▪ Minimize amount of adverse travel (shortest route) ▪ Consider possible major development centers (Ejido Project Mexico) plus existing major population centers ▪ Minimize energy use ▪ Function: Facilitate movement of goods between US and Mexico with major amount (2/3) heading southeast to northwest

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<ul style="list-style-type: none"> ▪ Minimize impact on long term agricultural lands – Mr. Steele stated the concept would impact 110 acres of agricultural lands ▪ Minimize impacts on Bombing Range, Marine Corps Air Station Yuma (MCASY) and existing housing areas ▪ Attempt to use existing available right of way <p>Technical Advisory Committee (TAC) members discussed the possible locations of a new border crossing. Jim Stahle stated that Mexico planners are indicating desire for a location further east than the Cattle Crossing. Chairman Ruiz stated the City of San Luis would be able to support a location that far east.</p> <p>Bob Wagner described the Design Criteria used for the City's concept stating that basic assumptions were made which included:</p> <ul style="list-style-type: none"> ▪ 200 foot right-of-way ▪ Fenced ▪ Access Limited ▪ One syphon, one bridge overpasses every mile <p>Mike Steele explained the possible phasing of the concept: (First three phases 2 lane)</p> <p>Phase I: County 23rd Street to US 95 Cost Estimate \$20 million</p> <p>Phase II: Avenue D & 16th Street Intersection to Proposed Cocopah Bridge Cost Estimate \$6.5 million</p> <p>Phase III: Link to Border Cost Estimate \$23 million Could consider Public/Private funding once development is in place.</p> <p>Phase IV: Complete to four lanes Cost Estimate \$40 million</p> <p>Total Cost Estimate: \$91 million Mike Steel explained the logic behind the phases:</p> <p>Phase I: Fit with the Arizona Department of Transportation (ADOT) plans for US 95, relieve immediate traffic problems to the border.</p> <p>Phase II: Take advantage of Cocopah Indian Tribe interest in getting the new bridge crossing.</p> <p>Mike Steele explained that the concept involves approximately 500 acres, with the majority of the corridor through open desert; 110 acres or agricultural lands; 60 acres of residential areas.</p> <p>Harold Aldrich suggested making a connection directly into County 23rd, rather than going west and down. There was discussion of possible demand in the future to develop the five mile area between County 23rd Street and the US/Mexico border. Jim Stable stated it is important for this area to develop a consensus of support for a location of a new border crossing.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Harold Aldrich asked why the concept showed the corridor bringing traffic into the urban area and out again? Dave Campbell responded that it uncertain whether 16th Street will ever be widened to six lanes. This concept would then provide good east-west routes (with other planned improvements). Mr. Campbell further stated if the concept were completed, key links would be in place. However, he is not sure where the east-west link should be.</p> <p>John English stated the phasing of the planned Area Service Highway is similar to the concept's phasing. Jim Stahle stated he could not see a problem with the concept, but emphasized the need to agree on a location for a new border crossing. Mr. Stahle invited TAC members to a meeting on April 16, 1992, with Mr. Sergio DeLeon and Carlos Lopez of the San Luis, Sonora planning department. The meeting will be held at 9:00 a.m. in the Yuma County Public Works building.</p> <p>Robert Vaughan presented an analysis of the 1990-2010 County Transportation Plan (CTP) using three screenlines. Mr. Vaughan stated the area should consider including a corridor in the adopted CTP in order to get the corridor into the Report to Congress for Preservation of Right of Way. Mr. Vaughan stated that if it is not realistic to plan for 16th Street to be improved to 6/7 lanes, it may make sense to take this type of improvement out of the CTP.</p> <ul style="list-style-type: none"> Chairman Ruiz received a consensus of the TAC members to keep the corridor issue at the technical level for the time being and schedule another special meeting of the TAC. Robert Vaughan stated if the TAC can agree on 3-4 alternatives the staff could test each and report the results.
July 15, 1993	YMPO Technical Advisory Committee	<p>Jim Stable suggested extending Screenline F south to 40th Street and, Screenline H to Avenue 3E. Mr. Vaughan stated the YMPO would examine and consider that change.</p> <p>Future Plan Alternative(s) for Analysis. Robert Vaughan stated that no action can be taken without the approved land use, but it is important to continue with discussions. Mr. Vaughan reviewed the alternatives previously presented by the city and county. Jim Stable stated there were some additions that could be added into Alternative No. 2 (county alternative).</p> <p>Robert Vaughan stated the TAC needs to determine what alternatives it will test. He assured the members the information would not be for public release until the TAC is ready for such. Once a consensus of the TAC is reach regarding which alternative is most logical a recommendation will be forwarded to the Executive Board. At that point, public input/review will be scheduled.</p> <p>Mr. Vaughan presented an Alternative No. 3 prepared by YMPO staff for TAC consideration. He advised this alternative was developed using the alternative "what if growth rates of traffic across screenlines and what is realistic in 20 years. Once adopted, the Plan is not fixed for 20 years. If Alternative 3 were adopted as the Plan it could be monitored over the next 4-5 years to see where traffic is growing. Mr. Vaughan slated that the land use forecast is still needed for testing/analysis of all the alternatives,</p> <p>Also, Mr. Vaughan suggested the Plan could include a look at a 50-year horizon, which would not be part of the adopted Plan. But, it could be used by the agencies to plan for the future.</p> <p>Jim Stahle stated he was bothered by the news article which quoted Dave Campbell as stating the City of Yuma should include the concept of the Border Area Service Expressway (BASE) in its General Plan. Mr. Stahle stated he felt this was premature.</p> <p>Financing of Transportation Plan. Need for Financial Funding Mechanism as Part of CTP. Robert Vaughan advised the YMPO must consider how to pay for the Plan and determine feasibility of improvements.</p> <p>Jim Stahle asked if the city has decided on an election for a ½ cent sales tax. Mike Steele stated he would find out more information and report back to the TAC. Chairman Ruiz stated that City of San Luis has implemented a ½ cent sales tax.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Jim Stahle stated if the city does go out for an additional ½ cent sales tax it would have a "tremendous impact" on any decision by the Board of Supervisors to create a countywide tax. John English stated that if the county does not get a ½ cent sales tax it will greatly reduce the county's ability to participate in road improvements with the city as HURF distributions have been decreasing.</p> <p>Public participation in CTP Planning Process. General consensus of the TAC members to wait until a recommendation has been forwarded to the Executive Board.</p> <p>Mike Steele stated it would be beneficial for the city and county to meet and reach a consensus on the issues of land use, alternatives for testing, and cost analysis.</p> <p>TRANSIT DEVELOPMENT PLAN (TDP):</p> <p>Robert Vaughan stated the first draft of the TDP was presented to the TAC in June, 1993, with four (4) basic alternative service routes. He suggested adding two (2) additional service alternatives. He further explained that the TDP does not, or should not, commit any agency to implementing transit service. The TDP is intended to identify different alternatives and what each might cost and how they could be paid for. Mr. Vaughan stated staff is currently working on the 2nd draft of the TDP. He reviewed the six (6) alternatives for transit service with the TAC members at this time.</p>
August 12, 1993	YMPO Technical Advisory Committee	<p>Robert Vaughan stated Arizona House Bill 2191 appropriates \$500,000 from the state highway fund to ADOT, in FY 1993-1994, for border area transportation projects in counties, cities and towns, which are located along the southern border of the state. He advised that ADOT is discussing projects in Douglas, Nogales, Naco, and San Luis/Yuma County. Mr. Harry Reed, Director of Transportation Planning for ADOT, has met with elected officials in San Luis and Yuma. Mr. Vaughan stated that in order for ADOT to appropriate funds to projects in this area, support is needed from the local jurisdictions. Mr. Vaughan presented suggested recommendations for appropriation of funds in San Luis/Yuma County. (See attachment to Minutes). He asked the TAG members for input.</p> <p>Bob Wagner stated he felt a Location Study is a priority item, however, he could not support it if it includes the entire Area Service Highway. Mr. Wagner stated he would support the recommendation if the study area went south from I-8 at Araby Road to Co. 14th Street. Mike Steele agreed, stating if the study tries to go beyond Co. 14th Street it will become tied up with the same issues raised regarding an alternate travel corridor. Harold Aldrich stated he could support the study to Co. 14th Street, as city/county have agreed it should be the first phase of the Area Service Highway.</p> <p>Chairman Ruiz stated that the intersection improvement at First Street and G Street (Co. 23rd St.) would be the priority one project for San Luis. Bill Alfier agreed and stated the intersection at U.S. 95 and A Street does not appear to have a short-range solution. He suggested the intersection might need a consultant to look at long-range alternatives.</p> <p>Bob Wagner made a motion to recommend that the YMPO support expenditure of Arizona House Bill 2191 Funds in Yuma County as follows:</p> <ul style="list-style-type: none"> A. Location Study and Design for Phase 1 of the Area Service Highway: Araby Road to Co. 14th Street. <ul style="list-style-type: none"> (1) ADOT appropriate HB 2191 funds and other funds (as needed) for Location Study/Design. (2) ADOT contract with one of its on-call consultants. (3) YMPO participate with ADOT in Study by administering the contract. (4) YMPO approve up to \$50,000 as local participation in the study. B. ADOT appropriate HB 2191 funds and other funds (as needed) for intersection improvements at/near First Street and G Street (County 23rd Street).

Date	Meeting	Excerpts from YMPO meeting minutes
September 17, 1993	YMPO Technical Advisory Committee	<p>Robert Vaughan stated that ADOT is working with its consultant, JHK and Associates, to prepare the Scope of Work. Funding is identified as YMPO \$50, 000 and ADOT is providing some planning funds and the Arizona House Bill 2151 is providing \$86, 000, if needed. Scope of Work should be ready within two weeks, and a draft will be provided to the YMPO for local input. Jim Stahle stressed the need/responsibility to maximize the use of money. If possible, go beyond a Location Study. Bob Wagner stated he would like to get a Concept Design Report.</p> <p>Selection of a Technical Committee to work with JHK and Associates on the project. Robert Vaughan stated this project will get started soon and should have a local group work with ADOT and the consultant to get what we want from this project. The following staff members were identified:</p> <ul style="list-style-type: none"> ▪ Harold Aldrich ▪ John English ▪ Bob Wagner ▪ Mike Steele ▪ Roger Patterson ▪ Dick Fromm ▪ Robert Vaughan
October 14, 1993	YMPO Technical Advisory Committee	<p>A draft Scope of Work, as prepared by ADOT consultant JHK and Associates, was distributed to TAC members. Robert Vaughan advised the draft has gone through a couple revisions before reaching the TAC members. He asked that comments be provided to the YMPO as soon as possible. Harold Aldrich suggested a meeting of appropriate staff members to conduct a detailed review of the draft Scope of Work. A meeting was scheduled for Wednesday, October 20, 1993 at 9:00 am.</p>
November 4, 1993	YMPO Executive Board	<p>LOCATION STUDY FOR PHASE I OF AREA SERVICE HIGHWAY:</p> <ol style="list-style-type: none"> 1. Scone of Work. Robert Vaughan stated a draft Scope of Work (included in the Agenda Information Packet) has been reviewed by the TAC and is recommended for approval. 2. ADOT/YMPO Agreement. Robert Vaughan stated the reason for the Agreement is in an effort to expedite the study, ADOT will use one of its "on call" consultants, JHK Associates. ADOT prefers, however, that the YMPO oversee the contract and the project. The YMPO with assistance from the TAC will work with JHK Associates and approve progress payments. (Legally, ADOT must administer the project because the contract will be between ADOT and the consultant. The ADOT /YMPO Agreement provides for the YMPO to oversee the contract and pay a portion of the contract funding). <p>Supervisor Cuming stated he understands this is the first phase of a project that will ultimately result in a connection to County 23rd Street. Chainman Tippettt stated that decision has not been made by the YMPO.</p> <p>Motion: Supervisor Cuming made a motion to approve the Scope of Work and, authorize the YMPO Chainnan to sign the ADOT /YMPO Agreement as recommended by the Technical Advisory Committee, subject to review by the YMPO legal counsel.</p> <p>Second: Mayor Reyes</p> <p>Action: Motion carried by a unanimous vote.</p>
January 11, 1994	YMPO Technical Advisory Committee	<p>Robert Vaughan reported that YMPO and ADOT attorneys have mutually agreed on specifics of the Agreement and signing thereof would occur shortly for the Araby Extension Phase One. Upon requests, the YMPO agreed to send a signed copy of the agreement to each jurisdiction.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
February 10, 1994	YMPO Technical Advisory Committee	<p>Robert Vaughan explained that the YMPO Executive Board had, by motion, directed staff to draft a Resolution in support of Arizona HB 2191 and planning/construction for Phase II of the Araby Road Extension from County 11th Street to San Luis, Arizona. Draft Resolution distributed to TAC members. Also distributed was a revised draft excerpt from the Executive Board meeting of 1/28/94.</p> <p>Dave Campbell advised that if the Resolution is supporting the construction of a new road, which would run through the Goldwater Bombing Range, as depicted in Yuma County's plan for the Area Service Highway, the city staff has been instructed by Mayor Young to oppose such action. Mr. Campbell stated the city staff believes that if constructed, it would become the only "NAFTA Highway" to the Mexico border, and further, it is their opinion it is in the wrong place, and therefore, not the most efficient use of federal or state revenue.</p> <p>Mike Steele pointed out that the location of the Araby Extension Highway in the adopted Countywide Transportation Plan is not the same alignment as the Yuma County Area Service Highway. He suggested that the YMPO determine what alignment Mayor Reyes was referring to when he stated the Area Service Highway in his motion to draft the Resolution.</p> <p>Robert Vaughan asked for suggestions as to how the draft Resolution could be revised? There were no suggestions.</p> <p>Harold Aldrich made a motion that the TAC recommend adoption of the Resolution No. 33 as drafted and, further that the Executive Board request each of the member agencies to adopt a similar Resolution to present a stronger/unified action in support.</p> <p>Motion failed by a vote of four (4) yes and five (5) no.</p> <p>City of Yuma – 5 votes against Yuma County – 2 votes in favor Wellton – 1 vote in favor Somerton – 1 vote in favor San Luis – Absent ADOT – abstained, stated this was a local issue.</p> <p>PROGRESS REPORT:</p> <ul style="list-style-type: none"> The Area Service Highway Phase I Location Study Agreement between ADOT/YMPO was signed January 28, 1994. US 95: San Luis to Yuma Design Concept and Environmental Study underway by ADOT/Parsons-Brinkerhoff.
March 17, 1994	YMPO Technical Advisory Committee	<p>ADOT/Parsons-Brinkerhoff Concept Design Study for US 95: San Luis to 32nd Street in Yuma. Scope of Work available at YMPO. Public meeting scheduled for March 24, 1994 between 6:30 and 8:30 pm in the Somerton Senior Nutrition Building.</p> <p>Chairman English advised TAC members that Mr. Todd Jorgenson of FHWA had informed Roger Patterson, Yuma County Engineer, that if local agreement was not indicated on the U.S. 95 Concept Design Study, the project would be dropped. Mr. Jorgenson was referring to comments made by city staff at a previous meeting. (Note: On 4/26/94 Todd Jorgenson called YMPO, stated that "local agreement on the project is desirable, but he could not say that without such, it would be dropped.")</p>

Date	Meeting	Excerpts from YMPO meeting minutes
April 19, 1994	YMPO Technical Advisory Committee	<p>ARABY ROAD EXTENSION: PHASE 1:</p> <p>Robert Vaughan introduced Mr. Paul Porell of JHK Associates, and explained JHK has been contracted by ADOT to prepare the Araby Road Extension Location Study from County 11th Street to County 14th Street.</p> <p>Mr. Porell stated he has been holding interviews with affected jurisdictions/agencies to collect positions, concerns and impacts on their respective facilities, and he would like to get the same information from the TAC members.</p> <p>Mr. Porell explained the project Scope of Work is to produce a Design Concept Report and gather environmental data. The analyses will involve obtaining new data, proposing various alternatives, recommending a general alignment and design to the level necessary to develop a cost estimate and impact to the area by the facility. Mr. Porell stated it is anticipated the project will take six months.</p> <p>Mr. Vaughan asked how close the project would be to construction at the completion of this study? Mr. Porell stated it should only require final engineering, depending on the environmental findings. Mr. Porell emphasized to the TAC members that the study will not be an environmental document. The consultants will look at the data and make a determination about the alternative locations as to what kind of environmental review may be necessary. He added it is possible that the JHK work could conclude the work on the environmental impact.</p> <p>Mike Steele asked if JHK would consider the location of the facility, as it is included in the adopted 1990-2010 Countywide Transportation Plan? Mr. Porell stated JHK will consider the project in the adopted Plan and will try to design a facility that does not conflict with any local plans for the extension of Araby Road beyond County 14th Street. He advised that he understands local issues regarding this facility.</p> <p>Mike Steele asked the TAC members to consider consistency in naming the project. He explained that the adopted Plan describes the Araby Road Extension as a facility from County 14th Street through the Goldwater Bombing Range. TAC members agreed to call the project "Araby Road: County 11th Street to County 14th Street."</p>
May 19, 1994	YMPO Technical Advisory Committee	<p>Araby Road; County 11th Street to County 14th Street Location Study. Mr. Paul Porell of JHK states they are collecting data and aerial photos of the area.</p> <p>US 95 Design Concept Study: San Luis to 32nd Street. Documentation of public information meeting and scooping summary available at YMPO.</p> <p>Arizona House Bill 2431 makes \$1 million available for Border Transportation Improvements. Robert Vaughan stated this area will need to decide what projects it will recommend for funding. He advised the contract is underway with JHK and Associates to prepare the Location Study for the Araby Road: County 11th Street to County 14th Street. It is possible that funds could be requested from this source to prepare the final design and possibly, depending on cost, begin construction of that project.</p>
June 21, 1994	YMPO Technical Advisory Committee	<p>ARABY ROAD: CO. 11TH ST. TO CO. 14TH ST. LOCATION STUDY:</p> <p>Robert Vaughan stated JHK Associates, Inc. is under contract with ADOT to perform this study. He introduced Mr. Paul Porell, project manager for this study. Mr. Vaughan added that the YMPO has also participated in the funding of this study in the amount of \$50,000.</p> <p>Mr. Porell presented an overview of the status of the Study. Highlights of his presentation were as follows:</p> <p>JHK working with two subconsultants to (1) Identity environmental characteristics, prepare inventory; and (2) Initial hydrology evaluation.</p> <p>Major task completed to prepare aerial photographs along corridor and intersection of Co. 14th Street. Information entered into computer system, which has begun to generate alternatives, both horizontal and vertical.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Handout to TAC members explained how JHK will proceed with: Araby Road Alternatives: Cross Sections</p> <p>Design Issues Traffic Growth: 1990-1993</p> <p>Regarding Alignment Options, Mr. Porell stated the study will consider two options (1) stay centered on the mid-section line, or (2) deviate from the center to avoid impacts on adjacent land parcels.</p> <p>TAC members discussed Access Control and agreed this phase should be consistent with the recently adopted city and county resolutions concerning the Area Service Highway.</p> <p>Mr. Porell advised that JHK is also the consultant working with ADOT to install a traffic signal at Highway 80 and Araby Road. Installation scheduled for fall of 1994 and will be built as a 4-way design.</p> <p>Study is on schedule. Mr. Porell stated he should have alternatives prepared, with issues identified and clarified in August, with completion of the study in September.</p> <p>Mr. Porell stated he will make another presentation to the TAC in August or early September.</p> <p>ARIZONA BORDER AREA TRANSPORTATION PROGRAM:</p> <p>1. ADOT Draft Solicitation and Application included in TAC Agenda. Robert Vaughan reviewed his comments on the draft with TAC members. TAC members added a suggestion that the criteria include an indication of the proximity of the proposed project from the Mexico border.</p> <p>Motion: Mike Steele made a motion to recommend that the YMPO support the draft Solicitation and Application as amended per the comments of the Executive Director and TAC, and due to time constraints forward the comments to ADOT with a copy to the YMPO Executive Board.</p> <p>SECOND: Larry Hunt</p> <p>ACTION: Motion carried by a unanimous vote.</p> <p>2. Application Form for Phase 2 Funding of Araby Road Project. Jim Glasgow suggested the agencies think about submitting this project for funding under the Border Area Transportation Program. He stated it has the community support. Mr. Glasgow further suggested that the application could be made stronger by including local matching dollars.</p> <p>Chairman English received a consensus of the TAC members to proceed with development of a draft application for the Phase 2 study project, and a second application for the final design of Phase 1 for consideration at the next TAC meeting.</p> <p>1990-2010 COUNTYWIDE TRANSPORTATION PLAN (CTP) REVISION:</p> <p>1. Area Service Highway. Resolutions by city and county of Yuma.</p> <p>Motion: Mike Steele made a motion to recommend that the joint resolution adopted by the City of Yuma and Yuma County regarding the Area Service Highway and other transportation improvements be used as a basis for the update of the CTP to year 2015.</p> <p>Second: Jim Stahle DISCUSSION: Robert Vaughan stated the intent of this agenda item is to include the Area Service Highway as described in the joint resolution in the existing adopted 1990-2010 CTP. He explained it would strengthen the application for Border Area Transportation funds, or any other funds, if this project were included in an adopted Plan.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Bob Wagner stated there are inconsistencies between the two Resolutions which should be resolved before including in the adopted CTP. He specifically cited differences in number of access points.</p> <p>Robert Vaughan stated it is possible to amend the existing Plan to include the Area Service Highway. He explained that the current CTP includes technical analyses of the route and the route described in the joint Resolution is consistent with a route now in the CTP, but with a slightly different alignment.</p> <p>Mike Steele stated a concern for not following a public hearing process for amending the CTP, and further that only one piece of the Resolution was being included. He believed the intent was that all the improvements are interrelated. Robert Vaughan responded that there is no technical justification for the other recommended improvements; and the YM PO could do the technical analyses on the proposed improvements and include as appropriate in the update of the CTP.</p> <p>Action: Motion carried by a unanimous vote.</p> <p>Motion: Jim Stahle made a motion that the T AC recognizes that it is abnormal to amend the CTP piecemeal, but given the current funding opportunities and the need for timely action, recommend that the YMPO amend the adopted 1990-2010 Countywide Transportation Plan to include the alignment of the Area Service Highway as supported in the joint resolution of the city and county of Yuma, with the understanding that the entire resolution will be used as a basis for the update of the Transportation Plan to 2015.</p> <p>Second: John English DISCUSSION: Mike Steele stated he was concerned that the technical justification included in the adopted CTP may not be positive for the Area Service Highway as the best possible route, and also that taking one piece of the Resolution out may not be the intent of the joint Resolution.</p> <p>Action: Motion carried. Six (6) votes yes, and five (5) votes no. (City of Yuma representatives voted against).</p>
June 28, 1994	YMPO Executive Board	<p>RESOLUTION NO. 38 – AMENDMENT OF THE 1990-2010 CTP:</p> <p>Robert Vaughan explained that the adopted CTP contains technical analysis for the Area Service Highway. The TAC recommends amending the adopted CTP to include the alignment of the Area Service Highway as included in the joint city/county resolution.</p> <p>APPLICATION(S) FOR CONTINUED FUNDING OF AREA SERVICE HIGHWAY:</p> <p>Robert Vaughan stated the applicant does not have to be the YMPO. The TAC recommends that the Executive Board consider preparing two applications (1) Phase 2 of the Location/Environmental Study of the Araby Road Extension from Co. 14th Street to San Luis, Arizona, and (2) Funding for Final Design of Phase 1 of Araby Road Extension Location Study: Co. 11 th St. to Co. 14th St.</p> <p>John Hudson recommended that the application, regardless of the project, be submitted by the YMPO as he believed this would be more effective.</p> <p>Executive Board members discussed the two possible projects. It was agreed that emphasis should be placed on continuing the current Location/Environmental Study for the entire Area Service Highway.</p> <p>Motion: Supervisor Cuming made a motion to authorize the YMPO to prepare an application for funding from the Border Area Transportation Program for Phase 2 of the current Location/Environmental Study: Co. 14th Street to San Luis, Arizona, and as included in the adopted Countywide Transportation Plan as the Area Service Highway.</p> <p>Second: Mayor Lopez</p> <p>Action: Motion carried by a unanimous vote.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Robert Vaughan explained that this phase of the Location/Environmental Study is estimated to cost \$560,000 and, the Yuma area may not receive that much from the Border Area Transportation Program. He recommended that in order to reduce the amount requested, the YM PO could provide a local share from its Operating Trust Fund in the amount of \$112,000 or 20%. John Hudson agreed stating this shows local support interest in the project and would be looked on favorably by the State Transportation Board.</p> <p>Motion: Supervisor Cuming made a motion to authorize the YMPO to program up to \$112,000 from its Operating Trust Fund to be identified as the local share for the application to the Border Area Transportation Program.</p> <p>Second: Councilman Pinsker</p> <p>Action: Motion carried by a unanimous vote.</p>
August 11, 1994	YMPO Executive Board	<p>CURRENT STATUS OF THE STUDY BEING CONDUCTED BY JHK AND ASSOCIATES:.</p> <p>Paul Porell stated that since his report to the TAC on July 21, 1994, the consultant has completed the mapping for Araby Road and has begun the investigation of possible alternatives, and would like to discuss them with the TAC members. He continued that the consultant has focused in on initial investigation of one group of cross sections. Those were distributed to TAC members. Mr. Porell stated these cross sections are compatible with plans for future expansion of the roadway up to a fully divided facility.</p> <p>The consultants displayed a computer generated map of the Araby Road line section and roadway profile, and an aerial photograph of the same section. These were discussed in detail with the TAC members. The following are highlights of the report:</p> <ul style="list-style-type: none"> ▪ JHK is also designing a traffic signal at Araby Road and B8 (separate contract with ADOT); it is scheduled for bid in September, 1994. The intersection is designed as a 40' wide cross section on south side alignment with Araby Road to allow left turn and right turn lanes for northbound traffic. The signal equipment will be placed in such a location where it will not have to be moved when Araby Road is expanded. The signal will be traffic actuated. (Bob Wagner suggested consideration also be given for when the ASH is expanded). ▪ Consultant is preparing traffic volume forecasts for projected date of opening for the phase one, as well as the entire Area Service Highway. (Robert Vaughan indicated that YMPO is also preparing travel forecasts for the Countywide Transportation Plan update and will be discussed later on TAC agenda). ▪ Consultant is developing a public involvement process wherein it will attempt to hold an open public forum, tentatively scheduled the mid to late September (after ADOT Public Meeting on State Transportation Plan, September 12, 1994). Also, a newsletter will be prepared for distribution and meetings scheduled with news media. ▪ Consultant will continue to refine alternatives based on comments from TAC and public forum. Recommended alternatives will be finalized and presented to the TAC near the end of September, before the final report is published. ▪ Consultant is exploring a locked gate system at the canal crossing. <p>The following are key issues/comments by TAC members:</p> <ul style="list-style-type: none"> ▪ Roger Patterson requested the consultant consider amending its Araby Road alternative to extend Araby just south of County 14th Street. And further, provide an option/cost estimate to consider a grade separation over the A Main Canal. Paul Porell stated MCAS has stated they would prefer that there was not easy movement between County 14th Street and Araby Road. ▪ Jim Stable and other TAC members agreed it would be beneficial to examine existing title reports on privately owned parcels abutting the planned Area Service Highway for any private easements.

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<ul style="list-style-type: none"> ▪ Jim Stahle suggested the consultant's traffic volume projections include the traffic mix of vehicles by type. ▪ Bob Wagner suggested there may be a need for more justification for buying 250-feet of right-of-way and crossing at County 12th Street into one crossing. ▪ Jim Stahle suggested the consultant look at the possibility of combining the canal crossing and crossing at County 12th Street into one crossing. <p>APPLICATION FOR ARIZONA BORDER AREA TRANSPORTATION PROGRAM: Robert Vaughan stated the YMPO Executive Board authorized the staff to prepare a draft application for Phase Two of the Location/Environmental Study of the Area Service Highway. A copy was distributed to TAC members. He explained that the ADOT process seems to be moving rapidly. Applications are due by August 31, 1994. Mr. Vaughan stated action is needed by the TAC to move the application on to the Executive Board for approval before August 31, 1994.</p> <p>TAC members took a few minutes to read the application. The following comments were received:</p> <ul style="list-style-type: none"> ▪ Jim Stable suggested the references to the Pacific Rim could be construed as "stretching" it. He suggested either expanding on that, if necessary to keep it in the application. He further suggested more exploitation of the benefit of connection to the east and north. Bob Wagner agreed, stating reference to the Pacific Rim only strengthens the argument that the facility should be located in the west of the urban area. ▪ More focus on NAFTA benefits. Yuma County is responding to what Mexico is doing; i.e. reference to developments in Mexico by the Matthews Group and connection to plans for new highway in Mexico. ▪ Mention benefit of keeping hazardous materials out of urban area. <p>Jim Stable made a motion to amend the application per TAC discussion, send the revised draft to the TAC members for any further comments, and forward to the Executive Board with a recommendation for approval at their next regular meeting. Bob Wagner stated he believed this was not a technical, but a political issue at this point, and there was no need for the TAC to take action. Motion carried by a vote of 8 yes to 1 no (Bob Wagner voted no).</p> <p>URBAN BOUNDARY CHANGES AND RESULTING FUNCTIONAL CLASS MODIFICATIONS:</p> <p>Letter 7/5/94 from ADOT's Tony Gonzales included in Agenda Packet. Robert Vaughan stated in early 1993 the YMPO adopted new urban boundaries as per federal regulations. One FHWA opinion was that it could not be done the way the YMPO had done, i.e. smoothing out the boundaries from the 1990 Census boundaries. However, a recent ruling is that the boundaries should be smoothed out as the YMPO had done originally. However, ADOT has proposed amendments to those boundaries. He used a presentation map and pointed out those amendments versus the YMPO adopted boundaries.</p> <p>TAC members briefly discussed the amendments and the following action was taken:</p> <p>Jim Stable made a motion to recommend the YMPO accept the revised urban boundary proposed by ADOT's Transportation Planning Division, as follows:</p> <ol style="list-style-type: none"> a. Include land near MCAS, on the northwest corner of County 14th Street and Avenue 3E, as proposed; b. Extend the boundary in northwest Yuma, as proposed; c. Amend the proposed boundary in the northeast by including the area between U.S. 95 and the Colorado River levee, from Avenues 2E to 3E; d. Amend the proposed boundary, in the Yuma Valley, to extend the area to Avenue D and to County 12th Street. <p>Motion carried by a unanimous vote.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
August 18, 1994	YMPO Executive Board	Application for Arizona Border Transportation Program Funds. TAC members provided with a revised application per comments received at the meeting 8/11/94. Jim Stahle made a motion to recommend the Executive Board approve the application. Mike Steele stated the applications reference to six public meetings should be clarified to state the meetings were held over a period of five years. Motion carried by a majority vote, with Bob Wagner casting one vote against.
August 27, 1994	YMPO Executive Board	<p>John gross distributed information on the future traffic volume assignments on the existing plus committed system by screenlines. Mr. Gross explained the committed system includes projects that add capacity and, are funded in the jurisdictions' Capital Improvement Programs. He further explained that a screenline is an imaginary line that cuts across various travel corridors. Mr. Gross advised that, in accordance with a previous TAC agreement, peak season traffic volumes (February) were used.</p> <p>The 2015 Screenline Forecasts were presented to YMPO. A handout also showed the volume/capacity ratios where V/C is 0.8 to 1.0 (approaching capacity) and 1 or more (operational problems). Mr. Gross asked that the TAC members review the information for reasonableness. He explained the next step will be to decide what kinds of improvements will be needed to meet the deficiencies.</p>
September 12, 1994	YMPO Executive Board	<p>U.S. 95 CONCEPT DESIGN/ENVIRONMENTAL STUDY:</p> <p>Mr. Dan Hartig of Parsons-Brinckerhoff provided information regarding the status of the project. Highlights of Mr. Hartig's presentation are as follows:</p> <ul style="list-style-type: none"> ▪ The project is currently in the Design/Concept phase. A second Public Meeting is being planned for the near future in Somerton. ▪ The Environmental Assessment will begin before the end of 1994. And, the ADEQ will have the opportunity to review and comment. ▪ A third and final Public Meeting is planned for January 1995. ▪ Handout distributed showing Initial Road – Typical Section and Ultimate Roadway – Typical Section. TAC members discussed. Jim Stable stated a concern for drainage needs in rural sections of the roadway and impact on agriculture fields. Bill Craft of ADOT stated no problems were indicated in previous discussions with local agencies or the Yuma County Flood Control District. ▪ Dan Hartig explained process to evaluate (by segment) Typical Sections and Alternatives along the entire study area: San Luis to County 11th Street. Alternative recommendations will be drawn out on 200' aerials. The consultant will pay close attention to how two segments come together. Initial recommendations should be completed in October. ▪ Traffic signals identified along U.S. 95 at Somerton Avenue, County 14, County 15, and County 19 Streets. Possibly one or two signals in the San Luis area. ▪ Dennis Mittiestedt asked if the consultant had considered access control in the rural areas. Mr. Hartig responded no plans at this time. The primary focus of the study is to provide an upgrade of U.S. 95 to four lanes, recognizing that another limited access route is needed (Note: Reference to the Area Service Highway) to connect San Luis to Interstate 8.

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>ARABY EXTENSION LOCATION/ENVIRONMENTAL STUDY:</p> <p>Mr. Paul Porell of JHK and Associates presented a status report on the project to the TAC members. Highlights of Mr. Porell's presentation are as follows:</p> <ul style="list-style-type: none"> ▪ Consultant in process of preparing final report. ▪ A computer generated map of the Araby Road line section and a roadway profile was displayed for the recommended Ultimate 4 lane facility and for the recommended Initial 2 lane facility. ▪ Mr. Porell stated JHK recommends the initial facility be located along the eastern half of the four-lane facility. ▪ The consultant recommends a study of the connection of Araby Road between B-8 and I-8, including Gila Ridge Road access, before completion of the Area Service Highway. ▪ Examination of access from land parcels revealed that most have alternate access on to county-owned land. ▪ Presentation will be made to YMPO Executive Board on 9/29/94 (Note: Moved to 9/30/94). Open House Public Meeting scheduled for October 4, 1994, 5:00 –7:00 p.m. at Country Roads RV Park. ▪ Comments by October 7 from Executive Board and TAC on draft Final Report. Final Report on October 14. ▪ Newsletters will be mailed out to all property owners within one mile of the study area. <p>Border Area Transportation (BAT) Application for Phase 2 Location/Environmental Study of Area Service Highway. Approved by Executive Board and transmitted to ADOT.</p>
September 22, 1994	YMPO Technical Advisory Committee	<p>Robert Vaughan stated the primary focus of the meeting is to define alternatives that can be tested and analyzed for possible use in the 1995-2015 CTP. However, he requested time to also discuss the need for amending the existing 1990-2010 CTP so that it will reflect fiscal constraints (i.e. the projected costs matching the expected revenues).</p> <p>Robert Vaughan asked the TAC members to study the maps and segment deficiencies, and to develop Alternative Future Systems. The designated alternative will be coded and tested using TRANPLAN model. Results will be provided to the TAC to show impact of the Alternatives suggested. TAC members defined the following alternatives:</p> <p>Alternative 1 – No Build</p> <p>Alternative 2 – Existing plus Committed System, plus Area Service Highway and other improvements included in the joint City of Yuma-Yuma County Resolution.</p> <p>Alternative 3 – East-West Improvements:</p> <ul style="list-style-type: none"> ▪ 32nd Street: Catalina to Avenue C, 7 lanes ▪ Improvements to Big Curve Area ▪ Widen Avenue C: 32nd Street to 1st Street ▪ Widen 8th Street: Avenue b to Avenue C ▪ Widen 12th Street: Arizona Avenue to Avenue B ▪ Construct new 40th Street: Arizona Avenue to Avenue B <p>North-South Improvements:</p> <ul style="list-style-type: none"> ▪ New 2 lane East Main Canal: 8th Street to 32nd Street ▪ Re-align 8th Avenue: 32nd Street to 8th Street ▪ Avenue B ½: 16th Street to 32nd Street ▪ Avenue A: 40th Street to 1st Street, four lanes ▪ Arizona Avenue: 10th Street to Giss Parkway

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<ul style="list-style-type: none"> Giss Parkway: I-8 off-ramp to 2E, 6 lanes Extend Giss Parkway: 8th Street to Avenue 3E <p>Alternative 4 – Alternative 2 plus Alternative 3</p> <ul style="list-style-type: none"> No one-way frontage roads in Foothills area Interchange at Avenue 9E and I-8 12th Street: Avenue 3E to 11E, 2 lanes 24th Street (County 10th Street): Avenue 3E to Foothills (13E) County 19th Street: Somerton Avenue to Avenue B, 2 lanes Foothills Boulevard connection to County 10th Street. <p>Alternative 5 – Alternative 4 plus proposed Cocopah Bridge</p> <ul style="list-style-type: none"> Levee County 10th Street 8th Street connection to Levee Road <p>County 10th Street connection to Levee Road</p>
October 13, 1994	YMPO Technical Advisory Committee	<p>2015 Traffic Projections for Defined Alternatives. Alternatives 2 through 5, as defined at the special meeting on 9/22/94, were presented to the TAC members. John Gross reviewed the data regarding 2015 average daily traffic and 2015 volume to capacity ratios for each.</p> <p>Jim Stahle pointed out on Alternative 2 that County 19th Street should not be extended beyond Avenue 3E.</p> <p>John Gross stated that Alternative 2A takes out the connection of Avenue 5E between I-8 and B8, without much impact on the system.</p> <p>Referring to Alternative 3, Mike Steele stated some of the proposed roads run through planned park areas for the city.</p> <p>Robert Vaughan stated the next step is to develop what Alternative 6 could look like. He suggested a special meeting to discuss the alternatives further. Chairman English set a special meeting for Tuesday, October 25, 1994 at 8:00 am.</p> <p>Public Meeting on Araby Road Location/Environmental Study. Mr. Vaughan reported briefly on public comments heard during the Open House on October 4, 1994 at Country Roads RV Park. Jim Stahle stated some property owners expressed desire to build County 12th Street connection. He further explained he would like to suggest to the consultant to study a crossing by a bridge versus at grade crossing, which would be long enough to handle the A Main Canal and 12th Street. (Note: Mr. Stahle also documented his suggestion in a letter to Mr. Paul Porell, dated 10/14/94).</p>
October 25, 1994	YMPO Technical Advisory Committee	<p>John Gross explained the purpose of the meeting was to review future traffic assignments and V/C ratios for the alternatives 2, 2A, 3, 4, and 5, as revised based on discussions from the regular TAC meeting on 10/13/94.</p> <p>Jim Stahle asked if there were any cost estimates available for each of the alternatives. John Gross stated that had been discussed and it was decided that at this point the committee would determine the effect of each alternative and then have an engineer work out a cost estimate for each. Mike Steele agreed that would be important to know the approximate costs. Chairman English suggested that cost estimates not be developed until after the TAC agrees on a recommended alternative, because construction/improvements costs will differ significantly depending upon the location or segment of the street/road being improved. A general cost estimate based on number of lanes, length of improvement could be misleading. TAG members present agreed with Chairman English's suggestion.</p> <p>The TAC members discussed each alternative and focused primarily on Alternative 4. The discussion resulted in development of the following variations of Alternative 4:</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p><i>Alternative 4A</i> – Existing Plus Committed Network with the following additions:</p> <ul style="list-style-type: none"> ▪ 32nd Street: Catalina to Avenue B (6 Lanes) ▪ 32nd Street: Avenue B to Avenue C (4 Lanes) ▪ 8th Avenue: 8th St. to 16th Street (2 Lanes) ▪ 8th Street: Avenue B to Avenue C (4 Lanes) ▪ 12th Street: Avenue B to Arizona Avenue (2 Lanes) ▪ Avenue A: 1st Street to 40th Street (4 Lanes) ▪ 40th Street: Arizona Avenue to Avenue B (4 Lanes) ▪ Avenue 2E: Giss parkway to I-8 (4 Lanes) ▪ Arizona Avenue: 24th Street to 40th Street (4 Lanes) ▪ 8th Street: Avenue 2E to Avenue 3E (2 Lanes) ▪ Avenue 9E at I-8: Traffic Interchange ▪ County 12th Street: Avenue 3E to Fortuna Road (2 Lanes) ▪ County 10th Street: Avenue 9E to Foothills Boulevard (2 Lanes) ▪ Foothills Boulevard: I-8 to County 10th Street (2 Lanes) ▪ US 95: Mexico border to 32nd Street (4 Lanes) ▪ ASH: County 14th Street to County 23rd Street (2 Lanes) ▪ County 23rd Street to ASH (2 Lanes) ▪ Avenue G: County 23rd Street to County 19th Street (2 Lanes) ▪ New POE Road: Border to County 23rd Street (2 Lanes) ▪ Cocopah Bridge <p><i>Alternative 4B</i> – Existing Plus Committed Network (With exception of Arizona Avenue: 10th Street to 32nd Street (2 Lanes) and including additional improvements listed in Alternative 4A</p> <p><i>Alternative 4C</i> – Existing Plus Committed Network and including Alternative 4B with the following changes:</p> <ul style="list-style-type: none"> ▪ Add – County 12th Street: Avenue 3E to Fortuna Road (4 lanes) <p><i>Alternative 4D</i> – Existing Plus Committed Network and including Alternative 4B with the following changes:</p> <ul style="list-style-type: none"> ▪ Add – B-8: Avenue 3E to I-8 (6 Lanes) <p><i>Alternative 4E</i> – Existing Plus Committed Network and including Alternative 4B with the following changes:</p> <ul style="list-style-type: none"> ▪ Add – County 14th Street: Avenue 5E to Foothills Boulevard (2 Lanes) <p>B-8: Avenue 3E to I-8 (6 Lanes)</p>
November 10, 1994	YMPO Technical Advisory Committee	<p>1995-2015 Countywide Transportation Plan (CTP): Long Range Alternatives 4A through 4E were provided to the TAC members. The Alternatives represent discussions and recommendations from the Special TAC meeting 10/25/94.</p> <p>Mike Steele requested more time to review the Alternatives, stating the city is not ready to neither participate in any in-depth discussion nor take action on the Alternatives.</p> <p>Chairman John English set a special meeting of the TAC for Tuesday, November 15, 1994 at 8:00 a.m. (Note: This date was later changed to November 23, 1994).</p> <p>Robert Vaughan asked TAC members to also consider the following issues before the next meeting:</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>(1) Would county build bridge over Colorado River if Cocopah Tribe does not?</p> <p>(2) Would city of Yuma consider a joint project with ADOT on US 95 (16th Street) to increase capacity?</p> <p>(3) Would the city of Yuma and Yuma County consider a joint project with ADOT on US 95 in the valley to increase capacity?</p> <p>(4) Airport access for trucks servicing a future cargo facility at the airport?</p> <p>(5) Turnback of state routes (280 and B8). Would local agencies consider with conditions?</p> <p>AREA SERVICE HIGHWAY, County 14TH Street to San Luis: Robert Vaughan stated now that the funds have been approved for the study, the YMPO, with assistance from ADOT, must determine how the study will be carried out. He reported he met with ADOT staff in Phoenix and it was determined that rather than using an ADOT "on call" consultant, the YMPO would issue a Request for Proposals to open it up to all potential consultants. A Scope of Work should include (1) Environmental Impact Statement; (2) Major Investment Study; (3) and Concept/Design. The final product would allow this area to move into the next phase of final design when the funding becomes available. Mr. Vaughan stated a draft Scope of Work will be brought before the TAC.</p>
December 7, 1994	YMPO Technical Advisory Committee	<p>TAC members reviewed each computer-generated Alternative, which included a map showing 2015 Volume Capacity Ratios and, a map showing 2015 Traffic Volumes. Comments included the following:</p> <ul style="list-style-type: none"> ▪ Robert Vaughn stated that as the capacity is increased, the traffic volumes also increase. Alternative 4F takes traffic off Interstate 8, which uses the internal streets. ▪ Alternative 4G does not show much impact other than drawing more traffic into north Yuma. ▪ John Gross advised of a correction on Alternative 4B, stating U.S. 95: County 15th Street to Avenue 3 should read six (6) lanes. ▪ Alternative 4I does not include the Area Service Highway from County 14th Street to County 23rd Street. There was minimal change. ▪ Jim Stahle stated Alternative 4K is his favorite, but probably very costly to build. He requested that a cost estimate be developed for 4K, determine revenue estimates than modify, as necessary. ▪ Jim Stable requested cost estimates on 4H and 4F. ▪ Jim Stahle stated it is the TAC's responsibility to show the Board what the ultimate cure would be and what it would cost. Then, try to determine what could be done to obtain a similar effect. ▪ General agreement among TAC members present to develop an alternative which "gets all the red off" (i.e. add enough capacity to remove the overcapacity sections), and shows what it would take to make it all blue and green. ▪ Zenas Blevins encouraged the TAC members not to over-build some of the facilities. ▪ TAC members requested an alternative that included: <ul style="list-style-type: none"> A. US 95: San Luis to County 19th Street, limited access four lane divided facility B. US 95: County 19th Street to Avenue B, increase to four lanes C. Avenue B: County 15th Street to County 19th Street, increase to four lanes D. Avenue D: 8th Street to 32nd Street, four lanes

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>E. Foothills Blvd: I-8 to 44th Street, four lanes</p> <p>F. Pacific Avenue: US 95 to 32nd Street, six lanes</p> <ul style="list-style-type: none"> Bob Wagner requested another alternative with the above, but without the Area Service Highway. <p>Mike Steele asked for a colored map, which shows the number of lanes by segment.</p>
December 8, 1994	YMPO Technical Advisory Committee	<p>Yuma NAFTA Transportation Corridor – Robert Vaughan stated when he refers to the Area Service Highway (ASH) he often has to explain what it is. He suggested a new name might be developed.</p> <p>Mike Steele suggested that NAFTA not be used as US 95 could also be considered a NAFTA corridor, but he agreed that ASH does not adequately describe the route.</p> <p>TAC members agreed to consider a new name for the Area Service Highway.</p> <p>Request for proposals being prepared for Environmental Impact Statement (EIS), Major Investment Study (MIS), and Design Concept Report (DCR). Robert Vaughan stated ADOT staff advised that a full EIS should be prepared. Jim Stahle stated the RFP should specify the study by El Paso Natural Gas and stated that the consultant should determine if a full EIS is necessary, and if so, provide a separate cost.</p>
December 21, 1994	YMPO Executive Board	<p>AREA SERVICE HIGHWAY: B8 TO COUNTY 14TH STREET:</p> <p>John Hudson stated he understood the concerns expressed by MCAS Col. Hansen, but a 23 mile road would logically be funded in segments, and therefore would be constructed in segments.</p> <p>Robert Vaughan stated the YMPO has copies of the final report by JHK & Associates available for review.</p> <p>CO. 14TH STREET TO SAN LUIS:</p> <p>Chairman Prochaska stated she has heard there might be interest in changing the name of the Area Service Highway. Robert Vaughan stated this came up because when talking to people outside of Yuma, the name Area Service Highway does not adequately describe the purpose of the route.</p>
January 26, 1995	YMPO Executive Board	<p>INTERSTATE 8 TO SAN LUIS:</p> <ol style="list-style-type: none"> Draft Request for Proposals. Robert Vaughan explained the TAC reviewed the draft RFP and made changes. The TAC recommended approval of the draft RFP subject to comments received from affected agencies, such as the MCAS-Yuma, ADOT, Federal Highway Administration, and Arizona Department of Environmental Quality. He advised that comments were received from the agencies, and appropriate changes to the draft RFP were made. A revised draft RFP was distributed to the Board members, with changes shown in red. <p>Councilman Irr stated he felt the changes were significant enough to warrant a second review by the TAC.</p> <p>Motion: Councilman Irr made a motion to table action on the draft RFP until the February Executive Board meeting.</p> <p>Second: Councilman Schuman</p> <p>Action: Motion carried by a unanimous vote.</p> <ol style="list-style-type: none"> Consultant Selection Committee. Robert Vaughan stated the T AC recommends formation of a Selection Committee to review the proposals and make a recommendation to the Executive Board. <p>Motion: Supervisor Prochaska made a motion to accept the T AC recommendation and approve formation of a</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Consultant Selection Review Committee with members to be a representative from the City of Yuma Development Services; a representative from the Yuma County Development Services or Public Works; Mr. Victor Stevens, Administrator, City of San Luis; Mr. Bill Altier of the Yuma ADOT District Office; and Robert Vaughan, YMPO Executive Director.</p> <p>Second: Supervisor Cuming</p> <p>Action: Motion carried by a unanimous vote.</p> <p>Robert Vaughan suggested the YMPO conduct a pre-proposal meeting of potential consultants to discuss and answer questions on the RFP. Chairman Robinson received a unanimous consensus of the Board members to support Mr. Vaughan's suggestion.</p>
January 19, 1995	YMPO Technical Advisory Committee	A revised draft RFP distributed to the TAC members. Mr. Vaughan stated the revision includes comments from the TAC meeting of 1/12/95. Further, the RFP has been sent out to appropriate agencies for comment. Mr. Vaughan stated the draft will be sent on to the Executive Board, and any further comments received will be highlighted for the Board's consideration.
February 9, 1995	YMPO Technical Advisory Committee	State Transportation Board Meeting, February 17, 1995 in Parker, Arizona. Jim Stahle stated he has direction from the Board of Supervisors to support the Area Service Highway, widening a new/additional US Port of Entry.
February 23, 1995	YMPO Technical Advisory Committee	<p>Robert Vaughan stated the revised draft Request for Proposals (RFP) includes comments from the TAC and other outside affected agencies. The comments were related primarily to mapping specifications, metric language, and editing comments from MCASY. No major content changes.</p> <p>Robert Vaughan asked the TAC to consider a truck origin-destination survey project. The YMPO has been taking some truck counts to begin development of a database, but this does not provide information on where the trucks are going or coming from. Jim Stahle stated the survey must be specific about destinations and cargos for hazardous materials.</p>
February 23, 1995	YMPO Technical Advisory Committee – Special Meeting	The project of the new Port of Entry road/access was funded by adding an additional \$1.5 million to the Border Trade Funds revenue projection.
February 23, 1995	YMPO Executive Board	<p>INTERSTATE 8 TO SAN LUIS:</p> <p>1. Draft Request for Proposals (RFP). included in the Agenda packet. Robert Vaughan advised the RFP, as revised, was distributed to the appropriate affected agencies, and several changes were made, and are included in the draft RFP.</p> <p>Motion: Supervisor Prochaska made a motion to approve the RFP and authorize the YMPO to distribute the RFP to eligible consulting firms.</p> <p>Second: Councilman Irr</p> <p>Action: Motion carried by a unanimous vote.</p> <p>2. Resolution No. 42. Robert Vaughan explained the YMPO received a draft Agreement from the Arizona Department of Transportation regarding acceptance of the Border Area Transportation Funds and their use on this project. Mr. Vaughan stated the Agreement has been reviewed by the YMPO attorney, Mr. Mike Smith, and changes provided have been included by ADOT.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Resolution No. 42 was distributed to Executive Board members. Mr. Vaughan said the intent of the Resolution is to authorize the YMPO chairman to sign the Agreement with ADOT to accept the funds for this project. He added the Resolution is under review by the YMPO attorney.</p> <p>Motion: Supervisor Curning made a motion to adopt Resolution No. 42 to authorize Chairman Robinson to sign the Agreement between the YMPO and the Arizona Department of Transportation.</p> <p>Second: Mayor Lopez</p> <p>Discussion: Robert Vaughan further advised that the Agreement has been reviewed by the Arizona Attorney General's Office, who recommend that the YMPO's Bylaws be amended to state the YMPO has the authority to contract with another agency. Mr. Mike Smith has stated the YMPO could do that, and it will be brought before the Board at another meeting.</p> <p>Action: Motion called by a unanimous vote.</p>
March 16, 1995	YMPO Technical Advisory Committee	<p>Area Service Highway: Interstate 8 to San Luis – Robert Vaughan reported he attended a course in San Francisco on Major Investment Studies, and based on information learned, proposed to revise the Request for Proposals to delete the work task for a Major Investment Study (MIS). Mr. Vaughan stated he believes the YMPO has done everything asked for an MIS, and that the MIS could be done in-house by documenting the process over the past several years regarding the Area Service Highway, followed by a public input process to assure that any divergent views are properly considered. Mr. Vaughan explained the MIS is primarily a public consulting process. As a result of many public meetings over the past five years, the elected officials have made the decision.</p> <p>Arizona Border Area Transportation Funds for 1995 – Robert Vaughan stated the House Bill to provide \$2 million for border area projects is a “dead issue”. He advised he attended a House hearing on March 16 regarding a technical amendment to another Bill to provide a part of those funds.</p>
April 13, 1995	YMPO Technical Advisory Committee	<p>Area Service Highway Request for Proposals – RFP mailed 4/6/95 to potential consultants, and legal notices of availability published in the Yuma Daily Sun, Arizona Republic, Phoenix Gazette, and Business Gazette. Deadline for submittal of proposals is May 12, 1995 at 4:00 pm.</p> <p>Pre-Proposal meeting re-scheduled from Friday, April 21, 1995, to Tuesday, April 25, 1995, at 1:30 pm at the Yuma Civic and Convention Center.</p> <p>Schedule for RFP process. Robert Vaughan presented a draft timetable for selection of a consultant and goal for project initiation.</p> <p>Establish a TAC Subcommittee for the ASH project.</p> <p>Robert Vaughan briefly explained to Congressman Pastor about the Area Service Highway planning and proposed new/additional commercial port of entry. He asked about possible funding opportunities. Regarding the POE, Congressman Pastor suggested looking into NADBANK, and a federal bill considering possible privatization.</p>
May 4, 1995	YMPO Executive Board	<p>IN1ERSTATE 8 TO SAN LUIS REQUEST FOR PROPOSALS:</p> <ol style="list-style-type: none"> 1. Pre-Proposal Workshop conducted 4/25/95. Mr. Vaughan stated that approximately 20 firms were in attendance and that the YMPO has received indications that there is a lot of interest in this project. 2. Consultant Selection Committee. Robert Vaughan stated this committee would review and rate the proposals and ultimately make a recommendation as to which consultant should be hired. He proposed an eight member committee to be comprised of both staff and elected officials.

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Motion: Supervisor Prochaska made a motion to accept the concept of the Consultant Selection Committee as proposed by the Executive Director.</p> <p>Second: Mayor Lopez</p> <p>Discussion: Councilman Irr asked if this was a new concept or if this type of selection committee has been used previously. Mr. Vaughan stated the YMPO has used this in previous years, where Executive Board members were asked if they were interested in participating. Councilman Irr further asked if the proposals would be too technical for a layman to understand and evaluate? Mr. Vaughan stated judgment would be required, but not difficult to understand.</p> <p>Mr. Jim Glasgow stated he is acquainted with some of the consultants that may propose. He suggested that he appoint someone other than himself to serve on behalf of the ADOT District Office.</p> <p>Action: Motion carried by a unanimous vote.</p> <p>Executive Board members discussed appointment of representatives from the Executive Board, Councilman Frank Irr and Supervisor Clyde Cuming. Jim Glasgow suggested Mr. Bill Altier, ADOT Maintenance Engineer, stating he was involved in the development of the RFP. It was agreed the staff representatives from Somerton and San Luis would be the respective city administrators.</p> <p>3. <i>Special Technical Advisory Committee for Project.</i> Mr. Vaughan stated the Technical Advisory Committee recommends the whole TAC, the YMPO Director, two representatives from the Executive Board, and a representative from MCAS. This committee would work with the consultant throughout the project.</p> <p>Motion: Councilman Irr made a motion to approve formation of the Special Technical Advisory Committee as recommended by the TAC.</p> <p>Second: Supervisor Cuming</p> <p>Action: Motion carried by a unanimous vote</p>
May 11, 1995	YMPO Technical Advisory Committee	<p>Area Service Highway Pre-Proposal Workshop held April 25, 1995. Attended by 19 consultants. Proposals due at YMPO May 12, 1995. Consultant Selection Committee and Special TAC for Project Named by Executive Board on May 4, 1995.</p> <p>Letter 4/3/95 from U.S. Department of the Interior: Western Road Corridor – Robert Vaughan stated this was examined early in the update process of the CTP. He asked the TAC members if this should be considered again at this stage. Mr. Vaughan stated this idea could come up again when doing the Major Investment Study for the Area Service Highway.</p> <p>Bob Wagner stated the width of the levee would restrict the road width and traffic. He stated further that the city does not need another by-pass route outside the city limits. Widening of Somerton Avenue would do more for city travel than the levee road.</p> <p>Joyce Wilson said the city of Yuma would oppose this type of project as it is too expensive and of no value to the city travel system.</p> <p>Vice Chairman Castillo said he has met with the Cocopah Tribe who are pushing the bridge and levee and a railroad spur into Mexico. He stated they are talking with Mexican investors. Joyce Wilson said the city supports the bridge, but believes it could build the bridge without the levee project.</p> <p>General Consensus of the TAC members present to leave the western road corridor (levee road) out of the plan update.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
June 8, 1995	YMPO Technical Advisory Committee	<p>YMPO Request for Proposals: Area Service Highway Phase II – Robert Vaughan reported that the appointed Consultant Selection Committee met on June 6, 1995. The nine proposals were rated/scored and the firms scoring the three top scores were placed on a short list. They are Kimley-Horn, Greiner, and Parsons Brinckerhoff. The Selection committee did not assign priority, but instead will consider each of the three equal. And will conduct structured interviews on June 16, 1995. The Selection Committee will make a recommendation for contract award to the TAC and ultimately to the YMPO Executive Board. Mr. Vaughan advised the TAC members a special meeting may be required.</p>
July 20, 1995	YMPO Technical Advisory Committee	<p>Area Service Highway – Robert Vaughan stated the YMPO is working with Kimley-Horn to negotiate an Agreement and Scope of Work for the project. Memorandum dated 7/13/95 included with Agenda information. He presented an overhead transparency listing information received from Kimley-Horn to date:</p> <ol style="list-style-type: none"> 1. Sample Agreement (Needs review by agencies and legal) 2. Alternatives for Scope of Work and Costs <ol style="list-style-type: none"> a. Work: MIS; Survey and Mapping at a scale of 1:1000 with contours at 0.5 meters; DCR; and Environmental Assessment (including Overview). Cost: \$500,000 to \$575,000 b. Work: MIS; Survey and Mapping at a scale of 1:1000 with contours at 0.5 meters; DCR; and Environmental Overview, including field work Cost: \$415,000 to \$460,000 <p>With this alternative the YMPO would negotiate a contract extension to prepare either an EA or an EIS depending on the lead agency's decision. If an EA is needed, the additional cost would be \$85,000 to 115,000. If an EIS is required, the additional cost would be \$410,000 to \$455,000.</p> <p>Robert Vaughan stated the YMPO's budget for this project is \$518,750. Her further advised that ADOT and FHWA officials generally concur that an Environmental Assessment (EA) will be sufficient. However, if an EIS is required the cost will double to approximately \$910,000 to 1,030,000.</p> <p>Jim Stahle suggested the YMPO get an opinion, in writing, from the local office of the Bureau of Land Management (BLM) regarding an EIS versus an EA. (Note: The YMPO is currently discussing "lead agency" role with state and federal officials. The agency(ies) so designated will make this determination.)</p> 3. Proposed Advanced Contract (\$15,000) to provide field surveys for Flat Tailed Horned Lizard during current "active" season. <p>Copy of letter dated 7/18/95 from Kimley-Horn distributed. TAC members agreed it would be beneficial to have this work done as soon as possible, rather than waiting until next April-May. They suggested the YMPO make certain this amount is included in the total Contract cost.</p> <p>Motion: Jim Stahle made a motion to recommend the Executive Board authorize the YMPO staff to negotiate with Kimley-Horn within the current budget of \$518,750, to perform the studies identified in the request for proposal, making sure a minimum of an Environmental Assessment (EA) is included and, further recommends the YMPO proceed with the proposed advance contract of \$15,000 for Field study of the Flat-Tailed Horn Lizard, with the understanding it will be part of the total contract and cost.</p> <p>Second: Victor Stevens</p> <p>Action: Motion Carried by a unanimous vote.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	Mr. Wayne Collins, Deputy Director for Planning and Engineering, ADOT, to meet with AC Members Friday, 7/28/95 at 1:30 p.m. – TACT members expressed appreciation for Mr. Collins' willingness to come to Yuma and meet with the TAC. (Note: on 7/28/95 Mr. Wayne Collins, Deputy State Engineer and Director, Planning and Engineering Group, ADOT, Mr. Jay Klagge, Director, Transportation Planning Group, ADOT, and Mr. John Louis, Assistant State Engineer, ADOT, came to Yuma and discussed local planning issues with the TAC and other Yuma officials. Prior to the meeting, Mr. Vaughan and Mr. Alfier took them on a tour to the Cities of Somerton and San Luis, the site of the proposed new Port of Entry, portions of the proposed Area Service Highway, and parts of existing state highways in Yuma County.
July 27, 1995	YMPO Executive Board	<p>1. Status. Robert Vaughan reported, that as per direction of the Executive Board on June 15, 1995, the YMPO is negotiating with the firm of Kimley-Horn and Associates, Inc. on the total project cost and Scope of Work for the project. He presented an overhead transparency of the items received to date from Kimley-Horn:</p> <p>A. Sample Agreement being reviewed by YMPO and others.</p> <p>B. Scope of Work Alternatives being reviewed. The TAC recommends Scenario A, with stipulation that the total cost be within the YMPO project budget of \$518,750.</p> <p>Mr. Vaughan stated that Kimley-Horn has verbally assured him they can meet the budget amount, and will meet with the YMPO within the next week to discuss work tasks and fee structure.</p> <p>Chairman Robinson asked who will determine if an Environmental Assessment (EA) or an Environmental Impact Statement (EIS) is necessary? Robert Vaughan stated the YMPO's Request for Proposals requested the consultant to make that determination using information from local, state and federal resource agencies. Current indications are that an EIS will not be required.</p> <p>Motion: Councilman Irr made a motion to authorize the YMPO to proceed contract negotiations with Kimley-Horn and Associates using Scenario A for the Scope of Work preparation, with cost not to exceed \$518,750.</p> <p>Second: Supervisor Cuming</p> <p>Action: Motion carried by a unanimous vote.</p> <p>2. Authorize Advance Field Study Proposal for Flat-Tailed Horned Lizard. Kimley-Horn submitted a request to authorize an advance contract to initiate field work by its environmental subconsultant before the end of August 1995, during the active stage of the Flat-Tailed Horned Lizard. The TAC recommends approval of the advance contract up to \$15,000, with the stipulation that this amount be included in the total contract cost for the entire project.</p> <p>Mr. Vaughan stated local BLM officials agree this is an appropriate time period to study the lizard.</p> <p>Motion: Supervisor Cuming made a motion to authorize the YMPO chairman to sign an advance contract with Kimley-Horn and Associates, Inc. for up to \$15,000 to conduct the field study of the Flat-Tailed Horned Lizard, with stipulation that the cost will be included in (part of) the total project cost/budget.</p> <p>Second: Councilman Irr</p> <p>Action: Motion carried by a unanimous vote.</p>
July 28, 1995	YMPO Technical Advisory Committee	<p>State Highway and Turnback Issues</p> <p>Jim Stahle explained the need for the Area Service Highway and improvement of US 95. Mr. Vaughan added each has different purpose.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
August 10, 1995	YMPO Technical Advisory Committee	<p>1. Field Study for Flat-Tailed Horned Lizard. Robert Vaughan stated the Executive Board authorized the YMPO to proceed with the advance agreement with Kimley-Horn for this study (7/27/95). Final approval of the agreement and the scope of services is expected on 8/11/95, with work to begin the week of August 14. Mr. Vaughan said the draft Agreement and Scope of Services was reviewed by the YMPO staff, representatives of Kimley-Horn, Mr. Roger Patterson, and the YMPO's legal counsel, Mr. Mike Smith.</p> <p>2. Contract Agreement with Scope of Services. Robert Vaughan stated negotiations with Kimley-Horn are still underway regarding the Agreement and Scope of Services for the Major Investment and Environmental Studies, and the Design Concept Report. He asked the desire of the TAC regarding its review of the draft Scope of Service? Members present expressed agreement that review by Mr. Roger Patterson would be sufficient.</p> <p>Robert Vaughan stated upon final review, the Agreement will be taken directly to the Executive Board (8/31/95) for approval. He added the study should begin in early September.</p>
August 31, 1995	YMPO Executive Board	<p>TWO AGREEMENTS/CONTRACTS:</p> <p>1. Agreement and Exhibit "A" for Field Stud~ of Flat-Tailed Horned Lizard. Robert Vaughan reported that the Agreement authorized by the Executive Board on July 27 1995 has been signed by the YMPO and Kimley-Horn. The project is underway by Southwest Biologists.</p> <p>Mr. Tom Manfredi, MCAS, stated he has heard that U.S. Fish and Wildlife Service is concerned about the ASH splitting the lizard's habitat. He suggested the biologists confer with officials from Fish and Wildlife.</p> <p>2. Agreement and Scope of Services for Area Service Highway Studies. Memo 8/24/95 and copies of Scope of Services with Exhibits included in Agenda for Board review.</p> <p>Robert Vaughan explained the drafts of the Agreement and Scope were reviewed by the Technical Advisory Committee (TAC). However, the TAC agreed that final review by the YMPO, Mr. Roger Patterson, Yuma County Engineer, and Mr. Mike Smith, YMPO Legal Counsel, would be sufficient for recommendation to the Executive Board. Mr. Vaughan stated that Mr. Smith reviewed the documents and made some minor changes, but nothing of significance to the content of the Agreement.</p> <p>Motion: Supervisor Cuming made a motion to authorize the YMPO chairman to sign the Agreement with Kimley-Horn and Associates, Inc. to conduct the Area Service Highway Studies as written in the Scope of Services, Exhibits A through D.</p> <p>Second: Councilman Irr</p> <p>Action: Motion carried by a unanimous vote.</p>
September 14, 1995	YMPO Technical Advisory Committee	<p>1995-2015 Countywide Transportation Plan: Fiscal Constraint of CTP re Area Service Highway. Robert Vaughan advised that one area of the CTP that is not currently constrained concerns the funding for the Area Service Highway. He explained that to be "truly" constrained the project would have to be included in the "unfounded projects." He added that the document currently assumes funding availability from Border Trade funds.</p> <p>Warren Sparks stated the regulations state that a plan can assume "reasonable anticipated funds," and that this area has been led to believe that trade corridor funds will become available. Mr. Sparks stated that FHWA and ADOT would say that enough precedent has been established to have a reasonable expectation for funding.</p> <p>Motion: John English made a motion to refer to funding for the ASH as "border infrastructure" funds.</p> <p>Action: Motion carried by a unanimous vote.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	Progress Report: Area Service Highway Contract for MIS, Environmental Studies, and DCR. Robert Vaughan advised the contract was signed with Kimley-Horn and Associates, Inc. and the project is underway. The project time frame is 14 months.
October 12, 1995	YMPO Technical Advisory Committee	<p>Area Service Highway Project "Kick Off" Meeting: The YMPO invited other affected agencies to participate in this portion of the TAC meeting. Agencies represented (other than those represented by the TAC members) included the following:</p> <p>Tom Mafredi, Community Plans & Liaison, MCAS Charles Saltzer, Engineering Division, MCAS Tim Eisenmann, Nicklaus Engineering (Project Sub consultant) Bud Rhodes, Yuma Mesa Irrigation & Drainage District Warren Els, Arizona Department of Administration (Construction Division) Susanna Henry, US Bureau of Land Management Dave Curtis, US Bureau of Land Management Yuma International Airport</p> <p>Mr. Herman Basmaciyan, Project Manager for Kimley-Horn, explained the purpose of the "kick off" meeting was to get input early on in the project. He described the study area and explained the components of the project:</p> <ol style="list-style-type: none"> 1. Major Investment Study (MIS). Mandated federal study intended to look at investment that will be made to assure cost effective and consistent with planning guidelines. 2. Environmental Study. Federal requirements. Key issues will be the Flat-Tailed Horned Lizard and an archeological survey. 3. Design Concept Report. ADOT term to set basic design for the facility. <p>Mr. Basmaciyan stated the consultant will ask the YMPO Executive Board for guidance on confirmation of the ASH alignment prior to conducting the expensive aerial photography and archeological studies. The project team plans to complete the Environmental Overview and MIS in spring of 1996. The final study will take approximately one year.</p> <p>Project scoping meetings will begin early in December 1995 to gather information from affected jurisdictions and agencies, and received public comment.</p> <p>Mr. Basmaciyan presented information on the field surveys completed for the Flat-Tailed Horned Lizard, stating that the subconsultant, Southwest Field Biologists, have completed a Biological Assessment report, which is available for review at the YMPO.</p> <p>Susanna Henry, BLM, stated the Management Strategy Committee for the lizard is waiting to set the boundaries of the Management Area to be consistent with the alignment of the ASH. She suggested the project consider an alignment of the ASH closer in to the already disturbed areas. Mr. Basmaciyan stated it will be important to defined a process to jointly make a decision on the alignment of the ASH.</p> <p>Other planned projects affected by the alignment were identified as the city of Yuma's landfill at County 23rd Street; expansion of the Cocopah Correctional Facility; weather station near Avenue B off of County 23rd Street.</p> <p>Tim Eisenmann suggested continuing the ASH one mile south of County 23rd Street before turning west, to avoid the landfill and prison sites. Discussions continued about four possible alternatives: (1) the "original" as presented by Mr. Basmaciyan on aerial photograph. This is the route agreed to by the City/County Joint Resolution; (2) Same as number one with smooth curve at north-south and east-west juncture; (3) Sweeping arc connecting north-south and east-west portions of road; and (4) Alignment connecting for County 24th Street.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Robert Vaughan stated the first option with a moderate curve, (1) would provide straight roads without diagonal arterials; (2) The proposed Port of Entry is not yet approved or funded; and (3) An alignment along Co. 24th Street could have major consequences on the city of San Luis.</p> <p>Bill Alfier stated a well-planned facility could include interchanges that would accommodate any existing facilities.</p> <p>Mr. Basmaciyan stated he will take information and bring analysis of these suggestions back to the TAC at its November meeting for recommendation to the Executive Board on December 7, 1995. He asked the attendees for input on any projects/studies that may have an impact on the ASH studies. Tom Manfredi stated he may be able to provide Mr. Basmaciyan with a copy of the draft Environmental Impact Statement for the Goldwater Range.</p>
October 25, 1995	YMPO Executive Board	<p>AREA SERVICE HIGHWAY PLANNING CONTRACT WITH KIMLEY- HORN AND ASSOCIATES:</p> <ol style="list-style-type: none"> 1. Project "Kick Off" Meeting. The meeting was conducted with the Technical Advisory Committee, and other representatives from key agencies, on October 12, 1995. Mr. Vaughan stated the meeting was well attended and participants showed a lot of interest in the project. 2. Federal Highway Administration (FHWA) will serve as "lead" Federal agency for the ASH Environmental Studies. Robert Vaughan stated this was determined at a meeting on October 13, 1995. The U.S. Bureau of Land Management (BLM) has agreed to act as "cooperating" agency, and the environmental studies will follow BLM regulations. 3. What's Next? <ul style="list-style-type: none"> A. <i>Identify Areas/or Aerial Surveys.</i> Mr. Vaughan further explained the next step for the consultant, Kimley-Horn, is to determine as closely as possible, the preferred alignment for the Area Service Highway prior to the aerial photography. The T AC members discussed modifications to the original alignment. Direction was given to the consultant to analyze the modifications and bring a recommendation to the TAC meeting on November 9, 1995. Mr. Vaughan briefly described the modifications being considered, and stated a recommendation from the TAC will be brought to the Executive Board for final approval. B. <i>Scoping Meetings for Environmental Studies.</i> Robert Vaughan advised that on December 14, 1995 Kimley-Horn will conduct meetings to gather input from participating agencies (2:00 p.m.) and from the public (7:00 p.m.). The meetings will be held at the Yuma Civic and Convention Center.
November 9, 1995	YMPO Technical Advisory Committee	<p>Area Service Highway Studies Project: Project Manager Herman Basmaciyan, Kimley-Horn. Mr. Basmaciyan stated at the project "kick off" meeting of October 12, 1995, TAC members identified and discussed alternative refinements to the corridor alignment of the Area Service Highway. The letter dated 11/13/95 included in the TAC Agenda Packet provided discussion of the advantages and disadvantages of each and a suggested alternative.</p> <p>Mr. Basmaciyan stated the consultant recommends Alternative A or B, with emphasis on B, considering each is consistent with the "spirit" of the joint city-county resolution, and the other alternatives represent a significant change to the alignment of the corridor south of Co. 19th Street.</p> <p>Victor Stevens stated that Alternative D would be better for the city of San Luis because of moving the trucks out of the city, but he added the other alternatives would be good as well.</p> <p>Bob Wagner stated he liked the concept of going south of County 23rd Street. Roger Patterson questioned if two parallel roads would be necessary. He stated he preferred Alternative B.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Herman Basmaciyan stated the segment between 1st and 2nd Streets in San Luis would need to be widened, and there could be some impact to existing businesses. East of 2nd Street the road is wider. Victor Stevens stated he believed existing businesses are between US 95 and 1st Street, but hat the city has proposed development/growth at least one mile east of the current city limits.</p> <p>TAC members discussed the “sweeping” curve concept of Alternative B where the ASH meets Co. 23rd Street. Mr. Basmaciyan stated the Bureau of Land Management (BLM) supports the curve, however, it would mean less fencing for MCAS. Mr. Tom Manfredi stated if the environmental issue was more sound for the curve, he believed MCAS would not oppose. He would check with the MCAS Commanding Officer.</p> <p>TAC members discussed the potential for access points to the ASH. Todd Girdler stated a concern for access on the curve. Herman Basmaciyan advised there is potential for development north and west of the curve, which could indicate future pressure for access.</p> <p>Roger Patterson, Jess Jarvis, and Victor Stevens each stated support for the curve.</p> <p>Chairman Hunt Suggested modifying Alternative B to include the entrance to San Luis as per Alternative D.</p> <p>Motion: Roger Patterson made a motion to recommend a “refinement” to the Area Service Highway corridor as shown in Alternative B, modified to include the entrance into San Luis, as shown in Alternative D (at west end), with connection a minimum of one mile east of the city limits.</p> <p>Second: Victor Stevens</p> <p>Discussion: Bob Wagner Stated the recommendation should consider access points restrictions and discourage non-commercial traffic. Herman Basmaciyan stated access would be necessary to serve the San Luis Industrial Park.</p> <p>Motion to Amend: Larry Hunt made a motion to amend the current motion to recommend elimination of any access in the vicinity of the curve, and recommend access point in the vicinity of the planned city landfill, access at Avenue B, potential access at Avenue E (new POE_, and access in the area of the San Luis Industrial Park.</p> <p>Second: Victor Stevens</p> <p>Action: Motion to Amend passed unanimously.</p> <p>Action: Motion, as amended, adopted unanimously.</p> <p>Mr. Basmaciyan stated he would prepare the appropriate graphics for presentation to the Executive Board on December 5, 1995. Mr. Basmaciyan advised TAC members he met with the Chamber of Commerce Transportation Committee, and representatives of area trucking firms. There was strong support for the ASH, with opposition to it being a toll facility. Further, property owners in the area of Business 8 and Co. 14th Street made a strong push for additional access.</p> <p>Tom Manfredi stated the MCAS supports the ASH as a route from Business 8 to San Luis. If the route goes only to Co. 14th Street, MCAS may resist.</p> <p>Mr. Basmaciyan stated during the week of December 4, 1995, vehicle classification counts at six locations along the corridor will be taken to support the current data. Scoping Meeting for Environmental Studies, December 14, 1995. Scoping meeting will be conducted at the Yuma Civic and Convention Cent, for the agencies form 2:00 to 4:00 p.m. and for the public 7:00 to 9:00 p.m. Mr. Basmaciyan stated additional opportunities for public comment will include an Open House in February, 1996, and a meeting with the Executive Board on the Major Investment Study and the Environmental Studies in the spring 1996.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
December 5, 1995	YMPO Executive Board	<p>YMPO 1995 AIR QUALITY CONFORMITY ANALYSES PROCEDURES:</p> <ol style="list-style-type: none"> 1. Public Hearing on Draft 1995 Air Quality Conformity Procedures. Robert Vaughan stated that action by the Executive Board on 10/25/95 was considered preliminary because it is required by the State Air Quality Conformity Rule to allow 45 days for public comment. <p>Chairman Robinson asked comments on the draft procedures from the public. There were none.</p> <ol style="list-style-type: none"> 2. Adoption of 1995 Air Quality Conformity Procedures. <p>Motion: Mayor Young made a motion to adopt the draft Procedures as written.</p> <p>Second: Councilman Irr Discussion: Executive Board members discussed process to achieve designation of "attainment." Casey Prochaska stated Yuma County has taken steps to make the request of port of entry, therefore finding for the Area Service Highway is as important as for the FOE. Councilman Irr stated he agreed, and stated it is also important to keep everyone involved.</p> <p>Councilman Irr suggested the YMPO provide written guidelines to Grimble and Associates. Councilman Schuman stated he did not support the ASH becoming a toll road.</p> <p>Supervisor Cuming asked if the ASH were built with private funds, who would control?</p> <p>Tom Manfredi commented that it is questionable if the military would support a toll road through government land. He stated he would have to get a response from the commanding officer. Councilman Irr stated a toll road is not mentioned in Suggested Action No.2, and if guidelines are established there should not be a problem. Mayor Young stated that Suggested Action No.3 states the direction the YMPO would encourage Grimble and Associates to pursue. Gen. John Hudson stated the key word in number three is "partnership". He agreed it would be nice if the Area Service Highway could be funded totally by state and federal dollars. However, that will not happen, it will require some local funds.</p> <p>Supervisor Cuming asked if the local funds could be cash or in kind services. Mr. Hudson stated it could be a combination of those, plus route transfers. He added the area is on the right track with the studies currently underway to determine the viability of the ASH. He encouraged the YMPO and local officials to work with state staff and the district engineer.</p> <p>Bill Alfier stated to date there has not been an official request of ADOT to consider funding the Area Service Highway.</p> <p>Mayor Young stated everyone agrees on the need for the ASH, but everyone is concerned about who gets in before the other. She stated the ASH will need all the funding it can get.</p> <p>Supervisor Prochaska stated it is unknown who Grimble and Associates will be talking with.</p> <p>Councilman Irr stated that regardless of what has occurred in the past, it is important to get this project back on track, and he is confident that Grimble and Associates would be agreeable to what the area desires, just need to provide them with some guidance from EPA, and she asked if it would be appropriate to get support from the city.</p> <p>Robert Vaughan stated the area could be designated as a "maintenance" area, requiring a maintenance plan. He cited the example of the city of Tucson is in maintenance status for carbon monoxide.</p> <p>Action: Motion carried by a unanimous vote.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>COORDINANATION OF PLANNING ACTIVITIES FOR A NEW/ADDTIONAL PORT OF ENTRY AND THE AREA SERVICE HIGHWAY:</p> <p>Robert Vaughan explained that after three meetings between most of the Executive Board members, Mr. Terry Grimbale, Ms. Joyce Wilson and himself, the memorandum dated 11/23/95 was prepared to provide information on mutual planning efforts by the city of Yuma and YMPO, regarding the proposed new and additional commercial port of entry and the Area Service Highway, respectively, and to provide staff suggested action items for the board's consideration.</p> <p>Motion: Mayor Young made a motion to approve the Suggested Actions listed in the YMPO memorandum dated 11/23/95 as recommended by staff.</p> <p>Second: None</p> <p>Action: Motion died for lack of a second.</p> <p>Mayor Lopez stated he had some questions and concerns about what steps Grimbale and Associates would take.</p> <p>Motion: Councilman Irr made a motion to adopt Suggested Action No.3 and to review each of the other three actions.</p> <p>Second: None</p> <p>Action: Motion died for lack of a second.</p> <p>Supervisor Prochaska suggested the Board discuss each of the Suggested Actions separately. Chairman Robinson received a consensus of the members to proceed as suggested.</p> <p>Mayor Lopez asked what permits would be necessary? Supervisor Cuming responded that effort is at "ground zero" and could include a Presidential Permit, as well as others.</p> <p>Supervisor Prochaska stated it is important to have a transportation system to support a new...</p> <p>Supervisor Cuming stated that Grimbale and Associates can work on the development of the new port of entry, while the local officials work with ADOT on the Area Service Highway.</p> <p>Supervisor Prochaska stated she is concerned that Grimbale and Associates had not discussed the idea of a toll road with the military, and that they should further determine public support for such a facility before going any further with that idea. Councilman Irr said that should be part of the guidelines.</p> <p>Tom Manfredi stated that when military land is being used for a non-military purpose, the Bureau of Land Management (BLM) has authority. The ASH is considered a non-military use, therefore any questions should be addressed to BLM, who will probably contact the military.</p> <p>Mayor Young asked Mr. Manfredi if that would make any difference in type of funding? Mr. Manfredi stated it would not.</p> <p>Councilman Irr suggested formation of an Executive Board subcommittee to draft appropriate guidelines, and further suggested the committee include Mr. Hudson.</p> <p>Councilman Irr stated that all four Suggested Actions seem to be within the purview of what could be done and, there may be some private sources that would be willing to participate, therefore, don't want the guidelines to be too restrictive. Chaimtan Robinson stated the guidelines could prioritize desired funding sources.</p> <p>Supervisor Prochaska stated she supported the Executive Board establishing guidelines before adopting the Suggested Actions in the memorandum of 11/23/95.</p> <p>Motion: Councilman Irr made a motion to table the issue until the January 1996 meeting of the Executive Board and establish a subcommittee to draft guidelines.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Second: Supervisor Cuming</p> <p>Discussion: Mayor Young stated she did not want to be here five years from now talking about the same thing. She encouraged the board members to keep this project moving ahead.</p> <p>John Hudson stated he did not think it appropriate for him to serve on the subcommittee, as he believed the guidance to Grimble and Associates to be a local issue and should come from the elected officials.</p> <p>Councilman Schuman stated speed and who can help us the most will be the biggest concerns. He agreed that Mr. Hudson should serve on the subcommittee.</p> <p>Action: Motion carried by a majority vote, with Mr. Hudson voting no.</p> <p>Chairman Robinson appointed Councilman Irr, Gen. John Hudson, and Supervisor Cuming to the subcommittee, and a meeting was set for Tuesday, January 9, 1995 at 10:00 a.m. in the YMPO offices.</p> <p>PROGRESS REPORT:</p> <p>Chairman Robinson asked if her discussion or questions on the progress report items was desired.</p> <p>Area Service Highway planning contract with Kimley-Horn & Associates.</p> <p>Robert Vaughan explained the TAC is reviewing alternative "refinement" alignments for the ASH corridor. A recommendation will be brought to the Executive Board for acceptance before the consultant proceeds with aerial photography of the area.</p> <p>Mr. Vaughan advised he and Mr. Herman Basmacyan, project manager for: Kimley-Horn met with staff of the Arizona State Land Department, who identified issues that will require further discussion with the TAC.</p>
December 21, 1995	YMPO Technical Advisory Committee	<p>John Gross advised the subcommittee recommended that County 14th St.: Airport Loop to the ASH be upgraded as it will be a truck route when the planned air cargo facility is operational. The subcommittee further recommends the project be added to the unfounded list.</p> <p>AREA SERVICE HIGHWAY STUDIES PROJECT:</p> <p><i>(Note: The Special TAC for the ASH project includes the entire YMPO TAC membership, plus Mr. Tom Manfredi representing MCAS)</i></p> <p>1. Refinements to ASH Corridor for Aerial Surveys. Robert Vaughan stated at the TAC meeting of 11/9/95 the TAC members recommended a refinement to the ASH alignment. Since that meeting staff and the consultant have met with representatives of the State Land Department and have received comments from resource agencies at the Environmental Scoping Meeting 12/14/95. The memorandum dated 12/15/95 explains the results of these meetings and information provided by the State Land Department.</p> <p>Motion: Roger Patterson made a motion to recommend the refinement to the ASH corridor dated 11/9/95, with a change to include the "original" alignments curve at Co. 23rd Street to avoid State Lands.</p> <p>Second: John English</p> <p>Action: Motion carried by a unanimous vote.</p> <p>Robert Vaughan stated the Project Manager Herman Basmacyan emphasized the importance of continued participation by the City of San Luis in working with State Lands which are impacted on the west end of the ASH.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>2. Scoping Meeting for Environmental Studies. December 14, 1995. Robert Vaughan stated this was informational and included in discussion above.</p> <p>3. Project Status Report through October 31, 1995. Robert Vaughan stated the consultant's progress report was included as information. No further discussion.</p>
December 28, 1995	YMPO Executive Board	<p>MINUTES OF EXECUTIVE BOARD MEETING DECEMBER 5, 1995:</p> <p>Gen. John Hudson noted a correction on page 4, paragraph 7 of the Minutes, line 3, stating the word "agreed" should be deleted and replaced with "...stated it would be nice if the Area Service Highway could be funded..."</p> <p>Motion: Supervisor Cuming made a motion to adopt the Minutes of 12/5/95 as corrected.</p> <p>Second: Councilman Irr</p> <p>Action: Motion carried by a unanimous vote.</p> <p>AREA SERVICE HIGHWAY STUDIES PROJECT:</p> <p>YMPO memorandum 12/22/95 included in Agenda packet with TAC recommendation for refinement to the ASH corridor for the purpose of aerial photography/mapping and environmental study.</p> <p>Councilman Irr asked the width of the corridor? Robert Vaughan stated 800 foot strip.</p> <p>Mayor Lopez asked if the proposed refinement includes the ASH connecting at the west end to the San Luis Industrial Park area? Robert Vaughan responded yes, if that is the preference of the city of San Luis. Mayor Lopez stated it is preferred as the original alignment would run through commercial and residential areas.</p> <p>Motion: Councilman Irr made a motion to accept the TAC recommendation and refine the ASH corridor as per the memorandum dated 12/22/95.</p> <p>Second: Mayor Lopez</p> <p>Discussion: Robert Vaughan stated this action will authorize the consultant Kimley-Horn to proceed with the studies based on the new alignment.</p> <p>Supervisor Cuming stated this refinement will eliminate any possible conflict with State Lands in the vicinity of the Barry M. Goldwater Range and Co. 23rd Street.</p> <p>Action: Motion carried by a unanimous vote.</p>
January 11, 1996	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY STUDIES PROJECT:</p> <p>1. Refinements to ASH Corridor for Aerial Surveys. Executive Board action 12/28/95 to accept TAC recommendation.</p> <p>2. Consultant Project Status Report through November 30, 1995. Robert Vaughan stated these items are informational to keep the TAC up to date on how the project is proceeding. Next step is the aerial photography of the corridor.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
January 31, 1996	YMPO Executive Board	<p>PLANNING FOR THE PROPOSED AREA SERVICE HIGHWAY (ASH) AND THE PROPOSED NEW COMMERCIAL PORT OF ENTRY ON THE U.S. AND MEXICO INTERNATIONAL BORDER:</p> <p>Councilman Irr reported that as directed by the Executive Board on 12/5/95 a subcommittee of the Board met on 1/9/96. The memo dated 1/9/96 includes three recommended actions that all committee members can support. The City of Yuma will continue to seek/identify funding alternatives for the new POE and the ASH without involving the YMPO. Councilman Irr noted that Gen. John Hudson participated on the subcommittee, but did not cast a vote.</p> <p>Motion: Councilman Irr made a motion to adopt the three recommended actions as stated in the YMPO memorandum of 1/9/96.</p> <p>Second: Mayor Young</p> <p>Discussion: Supervisor Cuming stated his agreement with the three actions, but urged the city to be cautious in dealing with outside agencies and to keep the efforts low key until all other sources have been exhausted.</p> <p>Action: Motion carried by a unanimous vote.</p> <p>Mayor Lopez reported on a meeting between himself, Mayor Young, Mayor Figueroa of San Luis, Sonora, and Grimbale and Associates. He stated there seemed to be support for the proposed location of the new POE east at the International Cattle Crossing. This will be presented at the Governors' meeting in New Mexico next month by Governor Symington to the Governor of Sonora Mexico.</p>
March 14, 1996	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING STUDIES:</p> <p>Mr. Herman Basmaciyan, Project Manager for Kimley-Horn & Associates, presented information on the status of the studies. He identified two issues related to the alignment of the ASH corridor as it enters the City of San Luis and displayed two alternatives: (1) "S" curve from south of the downtown area to tie in with County 23rd Street; and (2) Connect with County 23rd one mile to the east. This alternative would also involve a diagonal (1) "S" curve, but would pass through federal land. He stated these alternatives affect either state or federal lands, and it is very important to consider the needs, impacts, and desires of the City of San Luis. Mr. Basmaciyan said he is working with San Luis to determine which one would be best and how it would impact existing and planned development.</p> <p>Robert Vaughan stated a meeting has been scheduled for 1:30 p.m. this date with the project's Resource Agencies (including the City of San Luis, Yuma County, and BLM) that would be directly affected by these two alternatives. (Note: Mr. Vaughan and Mr. Basmaciyan met with an official of the State Land Department on March 22, 1996).</p> <p>Mr. Basmaciyan discussed the design speed criteria to be used for the ASH. A design speed of 70 mph cannot be maintained in the area of San Luis. Also, in the transition from the Range to County 23rd Street, a greater radii curve will be needed to maintain 70 mph design speed. Tom Manfredi stated that once the ASH passes the rifle range, it probably could bend east into the range to help smooth out the curve. TAC requested Mr. Basmaciyan examine that concept to determine its impact.</p> <p>Mr. Basmaciyan identified an issue at the MCAS Rifle Range near County 19th Street and the Range boundary. A 1000 yard firing position exists. He explained it appears (based on a field examination) that there will be insufficient space between the firing position and the ASH to accommodate right of way for the ASH and also for the existing Western Area Power Company easement in that area. Detailed mapping of the area will provide more precise information.</p> <p>Bob Wagner asked if the firing position could be relocated? Tom Manfredi stated that is an option, but he could not provide information at this time on costs and where it might be relocated because of environmental issues.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Mr. Basmaciyen stated vehicle classification counts were conducted in December 1995 on existing arterials and roads in south Yuma County. He displayed the results with a comparison to recent YMPO classification counts. He stated the data will be summarized and provided to the YMPO for distribution as necessary and appropriate. (NOTE: Preliminary results indicated considerable difference. Fw1her analyses showed that with similar vehicle type classes, the data are comparable).</p> <p>Mr. Basmaciyen reported that a project sub consultant Leeper, Cambridge & Campbell, Inc. has completed a draft report "International Trade and Traffic Activity for Yuma County." This report examined historic freight activity statistics and U.S. Port of Entry projections of trucks coming into the United States. That report will be made available to the project TAC.</p> <p>Mr. Basmaciyen explained the use of metric units in the studies and presented a draft position paper on use of metrics in this contract. He stated the Design Concept Report will be in metric. Right of way data will be shown in English units with metric equivalents. Any new data generated will be in metric, and as appropriate, English units will be included. Mapping will be done in metric. Mr. Basmaciyen stated the consultant believes the public is not ready to accept metric units, therefore, when speaking in a public forum, English units will be used. Mr. Basmaciyen distributed a paper summarizing the proposed use of metrics. He requested comments. There were none at this time.</p> <p>Mr. Basmaciyen stated the next steps will be (1) resolve the alignment issues as identified previously; (2) conduct aerial mapping; and (3) archeological and historical issues.</p> <p>Robert Vaughan stated the purpose of the Major Investment Study (MIS) is to reach an agreement on the alignment with all affected parties. He advised that he and Mr. Basmaciyen will met with officials of Luke Air Force Base on March 13,1996.</p>
March 27, 1996	YMPO Executive Board	<p>AREA SERVICE HIGHWAY PLANNING STUDIES:</p> <p>A. <i>Status Report by Staff.</i> Robert Vaughan advised the project is approximately 18% completed, and the consultant Kimley-Horn and Associates made a report to the Technical Advisory Committee (TAC) on March 14, 1996. The consultant's Project Manager, Mr. Herman Basmaciyen, identified three (3) issues to the TAC, and requested direction. Those issues discussed under items III.B. and III.C. below.</p> <p>B. <i>Corridor Refinement in San Luis Area.</i> Rob Vaughan advised the project's Resource Agencies and Special Technical Advisory Committee met on 3/14/96 and recommend a return to the "original" alignment of the ASH in San Luis at County 23rd Street. (Note: "Original" alignment is consistent with the recommendation in the joint City-County resolution for the ASH). Minutes of the 3/14/96 meeting included in the Agenda Information Packet. Robert Vaughan further advised the YMPO's TAC has reviewed this recommendation and via a telephone poll vote conducted by YMPO staff, indicated a majority vote to support the recommendation.</p> <p>In response to a question from Mayor Lopez, Robert Vaughan explained that the Resource Agencies and the T AC believe it would be best to avoid impact on State and/or Federal lands, because of restrictions and regulations. The T AC further believes the City of San Luis has an existing challenge with truck traffic and should not wait for the ASH to meet that need. The City of San Luis could plan to build arterials to connect with the ASH to keep the trucks south of the city.</p> <p>Motion: Supervisor Cuming made a motion to accept the recommendation of the Resource Agencies and the T AC to refine the ASH corridor back to its "original" alignment in San Luis, Arizona at County 23rd Street.</p> <p>Second: Councilman Everett</p> <p>Action: Motion carried by a unanimous vote.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>C. <i>Corridor Refinement at Range Boundary and County 23rd Street</i> The Technical Advisory Committee recommends that it is appropriate to consider an alignment option that would enable maintaining a 70 mph design speed throughout the length of the ASH. That option would shift the alignment of the ASH, as it approaches Co. 23rd Street, further east into the range boundary to allow for a curve radius appropriate for a 70 mph design speed. Mr. Tom Manfredi, MCAS Community Plans & Liaison, indicated to the T AC the military may not oppose this as it is below Co. 19th Street. Mr. Manfredi further recommended the YMPO explain the safety factor for the shift to the Air Force.</p> <p>Motion: Supervisor Cuming made a motion to approve the Corridor Refinement at the Range Boundary and County 23rd Street as recommended by the T AC to maintain a 70 mph design speed on the curve.</p> <p>Second: Councilman Everett</p> <p>Action: Motion carried by a unanimous vote.</p> <p>D. <i>MCAS Rifle Range Boundary at Co. 19th Street</i> The consultant advised the TAC the space available between the western Range boundary (Avenue 4E) and the 1,000 yard firing position for the Rifle Range is too small to allow for the ASH, and safe operation of the Rifle Range, as it now exists. Also, a north-south Western Area Power Administration (WAPA) power line easement lies parallel to Avenue 4E which further restricts the space available for a roadway to be placed on Range property between Avenue 4E and the 1,000 yard firing position of the Rifle Range. Robert Vaughan stated the YMPO will explore with MCAS the possibility of shortening or removing the 1000 yard firing position.</p>
April 25, 1996	YMPO Executive Board	<p>AREA SERVICE HIGHWAY PLANNING STUDIES:</p> <p>A. <i>Corridor Alignment at MCAS Rifle Range.</i> Draft letter, as recommended by the TAC, to the MCAS Commanding Officer included in the Agenda packet.</p> <p>Motion: Supervisor Cuming made a motion to authorize the chairman to sign the letter as written.</p> <p>Second: Councilman Everett</p> <p>Action: Motion carried by a unanimous vote.</p> <p>B. <i>Consultant's Status Report No.7 as of February 29, 1996.</i> Copy included with the Agenda packet. Mr. Vaughan advised this information is provided to keep the Executive Board apprised of the project status.</p> <p>Councilman Irr asked the time line for completion of the project. Mr. Vaughan stated the contract calls for fourteen months from contract signing, which would be approximately the end of 1996. He stated he would check with the project manager to determine if the project is on schedule and report back to the Board. (NOTE: The contract was signed August 14, 1995. Mr. Vaughan has requested a status report re schedule from die consultant)</p> <p>Councilman Everett asked if discussions have been held with the Bureau of Land Management about the refinement to the corridor alignment. Mr. Vaughan advised the BLM staff indicated they were checking with other BLM officials about crossing their land, however, since the alignment was changed back to the original, that was no longer necessary.</p>
April 11, 1996	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING CONTRACT:</p> <p>A. <i>"International Trade and Traffic Activity for Yuma County".</i> Copy of report included with TAC Agenda. Mr. Vaughan explained this is part of the contract with Kimley-Horn & Associates which requested a review of traffic forecasts and how relate to trade. Comments on the report can be provided to the consultant.</p> <p>Mr. Bob Wagner stated the report does not summarize main points or provide any conclusions of significance.</p> <p>Robert Vaughan stated the report discusses the consultant's projections, but then states it may not be the best</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>method. It is not clear as to the consultant's conclusions.</p> <p>TAC members agreed the report contained generalizations and assumptions.</p> <p>Motion: Larry Hunt made a motion to comment to Kimley-Horn & Associates that the draft "International trade and Traffic Activity for Yuma County" report is not acceptable because of vague generalities and lack of conclusions.</p> <p>Second: John English</p> <p>Action: Motion carried by a unanimous vote.</p> <p>B. Corridor Alignment at MCAS Rifle Range. Tom Manfredi suggested the YMPO submit a letter to the Commanding Officer of MCAS requesting a 200 foot right of way and removal of the 1000 yard firing line. Further, request moving of the parking lot east and build a parallel road for access to the parking lot south and away from the ASH right of way. Mr. Manfredi further suggested this be done as soon as possible as the present Commanding Officer and Training Department agree that the 1000 yard firing line is not necessary, as it only serves competition shooting. He stated some visual barrier may also be required for the Rifle Range.</p> <p>Motion: Bob Wagner made a motion to send a letter from the YMPO to the MCAS Commanding Officer to request removal of the 1000 yard firing line from the Rifle Range to provide necessary right of way for the proposed ASH; And, that modifications to the parking facility be included in design work and cost estimate for the ASH.</p> <p>Second: Victor Stevens</p> <p>Action: Motion carried by a unanimous vote.</p> <p>C. Executive Board Approves ASH Corridor on County 23rd Street for Aerial Surveys. Information only. No discussion.</p> <p>D. Kimley-Horn & Associates Truck Classification Counts comparable to YMPO's. Robert Vaughan explained that at the 3/11/96 meeting of the TAC, counts presented by Kimley-Horn showed much higher percentage of trucks than those of the YMPO. Once the truck categories were made comparable, the numbers were very close. John Gross added it came down to the definition of a "truck."</p>
May 23, 1996	YMPO Executive Board	<p>AREA SERVICE HIGHWAY PLANNING STUDIES:</p> <p>A. Consultant Status Report No.8 for period ending March 31, 1996. Copy included with the Executive Board Agenda for information. There was no discussion.</p> <p>B. Study Schedule. YMPO memorandum 5/16/96 included in the Executive Board Agenda. Contract with Kimley-Horn calls for project completion by mid-October 1996. It appears the schedule is behind, but now that the alignment is agreed to, the project should move ahead more rapidly. The consultant's Project Manager, Mr. Herman Basmacian, will make a detailed status report to the YMPO's Technical Advisory Committee in June. That information will be brought to the Executive Board.</p> <p>C. Map of ASH Corridor for Aerial Photography. Robert Vaughan stated the map (displayed at the meeting) shows the alignment for the ASH corridor, with 400 feet on each side of the centerline.</p> <p>Supervisor Prochaska asked if the corridor was sufficient to include a light rail facility, as discussed at the YMPO Planning Session 5/10/96? Robert Vaughan stated the consultant is aware of this and should be considering enough right of way for light rail.</p> <p>Supervisor Prochaska asked if the proposed 70 mph curve for the ASH is sufficient also for light rail? Robert Vaughan stated if a light rail continues south into Mexico, it may not be necessary for it to make a curve at Co. 23rd Street. Executive Board discussed the need to discuss/question the consultant about this issue. The Executive Director stated he would do so and report back to the Executive Board. Mayor Lopez added that developers in</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Mexico are asking about a rail connection in the U.S.</p> <p>Charles Saltzer commented the YMPO may want to extend the width of the survey area in the vicinity of the MCAS Rifle Range to insure inclusion of the area where the parking facility will be moved.</p>
July 11, 2003	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING STUDIES:</p> <p>1. Technical Memorandum No.1. <i>Copies provided to TAC members with Agenda Packet mail out for review.</i> Robert Vaughan introduced Mr. Herman Basmaciyen, Project Manager, to discuss the Technical Memorandum No.1.</p> <p>A summary of highlights from Mr. Basmaciyen's presentation is as follows:</p> <p>The ASH Studies project includes three components: (1) Major Investment Study; (2) Environmental Study; and (3) Design Concept Report. The Technical Memorandum No. 1 is a product of Task 6 in the contract and documents what has happened on the project to date.</p> <p>Chapter II of the Technical Memorandum No.1 covers issues related to the refinement of the ASH alignment which was discussed at several meetings with the TAC and the Resource Agencies. Resulted in change from original alignment (per joint resolution) affecting the curve at Co. 23rd Street. (See Figure 3 in Tech Memo No.1).</p> <p>Chapter II also covers the issue of the MCAS Rifle Range and potential impact on the ASH.</p> <p>Chapter III -Environmental Considerations covers the identification of the Lead Agency as FHW A; the Scoping Meetings both public and with Resource Agencies; concerns from subdivision at Avenue 4E and Co. 18th Streets; the Flat-tailed Horned Lizard issue and involvement with the U.S. Fish and Wildlife Conservation Management Area/Strategy; preparation of Biological Assessment; and initiation of cultural/archeological resources survey.</p> <p>Chapter IV -Agencies Positions (Federal, State, & Local). Mr. Basmaciyen advised that the key agencies of MCAS/Air Force and Bureau of Land Management have been supportive. The Arizona State Lands Department has been reluctant to agree to dedicate right of way for ASH. Their mission is to maximize value of the land and therefore, would desire access rights. Mr. Basmaciyen stated the currently approved ASH alignment is outside of State Lands.</p> <p>Chapter V -Existing Land Use, Roadway, and Traffic Conditions. This chapter includes information/data on land use along the corridor; roadways on/near the corridor; traffic counts including truck counts.</p> <p>Chapter VI -Land Use, Socio-Economic and Traffic Projections. Compares land use and population from draft Yuma City-County Land Use Plan to YMPO Model (See Figure 11), and population assumptions are close in both.</p> <p>Commercial and industrial acreages may vary between the Joint Land Use Plan and the YMPO. This will be studied further. San Luis area population needs further study and possible adjustments.</p> <p>Mr. Basmaciyen stated the impact of this could be an underestimate of traffic projected for the ASH.</p> <p>This chapter also includes truck traffic across the border. Mr. Basmaciyen stated the projection of 3000 trucks per day may be high but OK for planning purposes and he recommended using this figure. It may be necessary to run the model again and make adjustments.</p> <p>Access Needs to ASH. Mr. Basmaciyen stated "limited access" is clearly stated in the joint resolution, with access points only at Business 8, County 14th Street, military only at Co. 19th Street, Avenue B, U.S. 95 at the new Port of Entry. He stated it has been acknowledged that access will be needed in the area of the City Landfill; and access must be provided in San Luis other than U.S. 95, and some type of frontage road system may be necessary and will be addressed in the Design Concept Report. Mr. Basmaciyen further advised access could become an issue in the area between B8 and Co. 14th Street because private property owners in this area would likely request additional access.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Chapter 7 Status of Aerial Photography and Mapping. The photography is complete and the film is developed. Preparation of a digital model is underway and the consultant has requested the area in San Luis to Avenue B be developed first as it will require more work.</p> <p>Discussion/questions from TAC members included the following:</p> <p>Bob Wagner asked if the Department of Defense would have final approval of the ASH (after the Air Force)? Mr. Basmacyan stated that was unknown and he will find out.</p> <p>Bob Wagner asked if the truck counts included recreational vehicles. Mr. Basmacyan responded they were included in the F3 category if they had two axles and if there were three axles they were in another category.</p> <p>Todd Girdler stated corrections may be necessary on the land ownership near the Cocopah Indian Reservation.</p> <p>John English stated the lane configuration at Business 8 and Araby Road is not depicted correctly and he provided corrections.</p> <p>Bob Wagner suggested for consistency, Figure 14 show total per day vs total per year.</p> <p>Bob Wagner suggested forecasts on pages 39 and 40 be described as "optimistic" vs "high" to avoid triggering doubts.</p> <p>2. Project Schedule. Mr. Basmacyan displayed the contract schedule and explained that the process to work out the alignment of the corridor with the resource agencies took longer than anticipated. And, the consultant did not want to spend dollars on the expensive aerial photography and archeological studies until the alignment was agreed upon. That occurred in April 1996. He requested an extension of the contract to June 1997. Robert Vaughan agreed that an extension was justified.</p> <p>Mr. Basmacyan stated if FHWA determines that an Environmental Impact Statement (EIS) is necessary than the project will become more complicated and the project could take much longer. He advised the Environmental Overview will be submitted to FHW A in late September and that will enable FHW A to make a determination of an EIS or an Environmental Assessment (EA).</p> <p>Bob Wagner suggested the YMPO and consultant wait until the project is further along -at least until September -to determine how long of an extension will be necessary.</p> <p>Motion: John English made a motion to recommend that the YMPO accept the proposed schedule with the intent that an extension of the contract will be necessary with the limits to be negotiated by the Executive Director. Further, the consultant should submit a formal request for contract extension to the YMPO by September 1, 1996.</p> <p>Second: Bob Wagner</p> <p>Action: Motion carried by a unanimous vote.</p> <p>FLAT -TAILED HORNED LIZARD RANGE WILD MANAGEMENT STRATEGY:</p> <p><i>Excerpts from the Strategy provided in the TAC Agenda.</i> Robert Vaughan referred to the map showing the Proposed Management Area Boundary and stated the YMPO should "go on record" with a recommendation as to what the boundary should be in relation to the ASH. He displayed three options for a recommended boundary with advantages and disadvantages listed, and stated the resulting TAC action will be stated in a draft resolution for Executive Board consideration.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Bob Wagner commented that the draft Strategy does not include an explanation of why protection of the Flat-tailed Horned Lizard species is important. He suggested the local agencies should insist that the lizard's protection should be justified before supporting expense for the effort.</p> <p>TAC members discussed the three options as follows:</p> <p>Option 1: Charles Saltzer -Another disadvantage would be MCAS supports ASH only if on the bombing range. The issue would probably have to be re-addressed if alignment moved off the range.</p> <p>Option 2: Roger Patterson -Advantage would be the ASH would provide protection for the Management Area to east and more opportunity for habitat outside the management area.</p> <p>Option 3: Robert Vaughan suggested more emphasis on the value of the ASH fencing to the Management Area.</p> <p>Charles Saltzer -It could be argued that it is arbitrary to move ASH outside the western boundary of the Management Area because that area is already disturbed, and moving the boundary 200-300 feet to the east would not make any difference. Mr. Saltzer stated the alignment of the management area boundary along the bombing range boundary was probably the most convenient. He suggested the YMPO argue that the ASH is important to the community and is a good protection barrier for the Management Area.</p> <p>Motion: Bob Wagner made a motion to recommend that the YMPO approve Option No.3 as the YMPO position, and that the Area Service Highway be designated as the western boundary for the Management Area.</p> <p>Second: Roger Patterson</p> <p>Action: Motion carried by a unanimous vote.</p> <p>Herman Basmacyan stated it might be important to determine what the compensation amounts might be. And also, that if the ASH curve at Co. 23rd becomes an issue it could be made tighter by AASHTO standards, but the design is being developed according to ADOT standards which are more restrictive.</p>
August 8, 1996	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING STUDIES CONTRACT: TECHNICAL MEMORANDUM NO.1:</p> <p>Letter dated 8/1/96 from Mr. Herman Basmacyan discusses three issues raised at the TAC meeting of 7/11/96 regarding socio-economic projections.</p> <ol style="list-style-type: none"> 1. The population forecast for San Luis for 2015 used as the basis for the YMPO 1995-2015 Countywide Transportation Plan (CTP) is low compared to the 1995 Special Census. <p>Bob Wagner asked if it is reasonable to expect that rate of growth to continue in San Luis? Chairman Stevens stated it is comparable to what is projected in the San Luis General Plan being prepared by the University of Arizona and it is reasonable.</p> <ol style="list-style-type: none"> 2. The amount of commercial and industrial acreage used in the YMPO model for the area encompassed in the Joint Land Use Plan (a joint effort of the City and County of Yuma) appears to be low compared to the "need" as estimated in the Joint Land Use Plan. <p>Robert Vaughan explained the commercial land use in the CTP is more detailed than the Joint Land Use Plan and therefore, hard to compared, and it could even be higher. He recommended the ASH Studies use the CTP information.</p> <p>Chairman Stevens provided information on known planned developments in the San Luis area.</p> <ol style="list-style-type: none"> 3. YMPO's forecast of 1,500 trucks per day crossing the international border from Mexico to the United States may be high, but is appropriate for purposes of the planning studies for the ASH.

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Robert Vaughan stated the YMPO will not do a TRANPLAN test of the whole CTP, but only the effect on the San Luis area, the ASH, and on U.S. 95 extending north from San Luis.</p> <p>John English stated there is enough information to justify another run of the model, and it will be good to have this information.</p> <p>Motion: John English made a motion to recommend the YMPO accept the recommendations from the consultant as stated in the letter dated 8/1/96 and to run the model using the new information.</p> <p>Second: Roger Patterson</p> <p>Action: Motion carried by a unanimous vote.</p>
August 29, 1996	YMPO Executive Board	<p>REQUEST FROM YUMA COUNTY CHAMBER OF COMMERCE FOR YMPO TO ASSUME ITS TRANSPORTATION STEERING COMMITTEE:</p> <p>Robert Vaughan advised the Chamber had organized a special committee to explore funding alternatives for the Area Service Highway. At a recent meeting of the committee it was suggested that to give more strength to the committee's recommendations, it could be given authority under the YMPO.</p> <p>Councilman Irr stated this request is not intended to put any further burden on the YMPO, other than to assist with drafting of funding applications, contracts, etc. The committee would explore funding for infrastructure needs, specifically the Area Service Highway, and make recommendations to the YMPO Executive Board.</p> <p>Motion: Supervisor Prochaska made a motion to accept the request from the Yuma County Chamber of Commerce and appoint the Transportation Steering Committee as a YMPO Ad Hoc Committee.</p> <p>Second: Councilman Irr</p> <p>Action: Motion carried by a unanimous vote.</p> <p>AREA SERVICE HIGHWAY TECHNICAL MEMORANDUM NO. 1:</p> <p>The consultant Kimley-Horn & Associates has recommended traffic modeling modifications in the San Luis area. The letter dated 8/1/96 included in the Agenda packet has been discussed with the YMPO TAC and the TAC recommends approval.</p> <p>Councilman Irr referred to item 3. in the letter from Kimley-Horn and asked how optimistic are the numbers? <i>(Note: Kimley-Horn originally used the word 'high. but TAC members recommended use of 'optimistic..)</i> Robert Vaughan explained that currently 200 trucks per day are crossing the border. The growth rate projected is 13+ per year average and that is high. But, if you look at the history of the growth it has been higher than that at times, and as high as 17 per year. Therefore, for prudent planning the consultant recommends the growth rate is appropriate.</p> <p>Motion: Mayor Lopez made a motion to accept the TAC recommendation to approve the request from the consultant Kimley-Horn and re-model the San Luis area to determine modifications to traffic projections.</p> <p>Second: Supervisor Prochaska</p> <p>Action: Motion carried by a unanimous vote.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
September 12, 1996	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING STUDIES CONTRACT:</p> <p>Robert Vaughan stated the YMPO has re-modeled the San Luis area based on revised population and dwelling units forecasts, as discussed at the TAC meeting 8/8/96 and approved by the Executive Board on 8/29/96.</p> <p>John Gross distributed a map showing the revised 24 hour average daily traffic volumes for year 2015. He pointed out the increase in traffic on both US 95 and the Area Service Highway was expected from the Yuma urban area to San Luis.</p> <p>TAC members discussed the new numbers in some detail. Robert Vaughan stated the YMPO would re-examine the numbers based on questions raised by the TAC.</p> <p>Herman Basmaciyani, Project Manager for the consultant Kimley-Horn, presented information on the status of the project to date. Key discussion points were as follows:</p> <p>Within the Major Investment and Environmental Studies it will be necessary to get environmental clearance for the corridor as a four lane facility. Because the Area Service Highway between US 95 and the new port of entry (or to Avenue B), the forecast is in excess of 11,000 trips per day, with a large percentage being trucks, a four lane facility may be justified. Also, the forecast on the ASH between Co. 14th St. and Business 8 shows a need for four lanes. If there was not a high percentage of trucks it could not be justified, but with trucks the road would need to be four lanes, at least by year 2020, or sooner. Mr. Basmaciyani stated the project should get the environmental clearance now, for four lanes, rather than come back in later years to get more right of way.</p> <p>There was general agreement of TAC members that this is the intent of the project that two lanes may be needed in short term, but would obtain right of way for eventual four lane facility.</p> <p>Mr. Basmaciyani said the Technical Memorandum No.1 is being revised based on comments from the YMPO and the Technical Advisory Committee.</p> <p>Regarding the statement in the Tech Memo No.1 that the forecast of 3000 trucks by 2015 was optimistic, the freight sub consultant has reviewed a series of statistics and their "best guess" at this point is 1,100 per day in 2015. Mr. Basmaciyani stated this is the basis for stating the 1,500 figure is optimistic, but for reasonable and prudent planning 1,500 is a good figure, and he is comfortable using it for study purposes.</p> <p>Mr. Basmaciyani reported the aerial photography of the corridor is completed. Contact prints were shown to the TAC members. He stated all of the contour maps should be received by the end of September.</p> <p>Mr. Basmaciyani stated the Archeological Study included the entire 800' corridor. However, there were two locations where they were denied access: (1) the prison compound and (2) a private property owner. He requested assistance from the YMPO to get clearance from the prison and to find out from property owner when it would be convenient to conduct the survey. (Note: Mr. Basmaciyani agreed to provide the YMPO with contacts). Mr. Basmaciyani said the survey identified scattered artifacts and historical items:</p> <ol style="list-style-type: none"> (1) Site west of weather station, north of Co. 23rd: Found brown ceramic shards of historical significance. It was recommended this site be avoided. Mr. Basmaciyani said it is out of the right of way and has no impact on the ASH. If determined that site is needed, will require an archeologist present during moving of the earth. (2) South of Co. 21st St., east side of corridor: Prehistoric artifacts scatter. Not of great significance and no special treatment necessary. (3) Near the materials pit south of Co. 19th St.: 50 litho artifacts that had previously been considered eligible for historic designation. Recommended the site be avoided. Mr. Basmaciyani stated he believed this site would not impact the ASH.

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>(4) World War II Gunnery Training Facility is a designated historic site. There are five berms and none are in the path of the ASH corridor.</p> <p>(5) Canals A and B considered historic structures. Must be careful how they are</p> <p>(6) Southern Pacific Railroad line is considered historic structure. Will not require any special treatment unless the track is replaced and then must be sure the route is not disturbed.</p> <p>Note: For greater detail on the above, the reader is referred to "A Cultural Resources Survey for the Proposed 25 Mile-Long Yuma Area Service Highway Between San Luis and Interstate 8 at Araby Road, Southwestern Yuma County, Arizona ", Archaeological Research Services, Inc. Project Report No. 96:45, August 1996.</p> <p>Mr. Basmaciyan stated the final Archeological Study report will be released when access is gained to the two sites mentioned earlier. Robert Vaughan added he has read the draft report and found it reasonable and very good.</p> <p>Mr. Basmaciyan advised the TAC there has been notice of intent to file a lawsuit against the U.S. Fish and Wildlife Service to list the Flat-tailed Horned Lizard as an endangered species.</p> <p>FHW A advised that listing the lizard as endangered would not have major impact on the environmental documentation, but would necessitate formal conference with the U.S. Fish & Wildlife to discuss appropriate mitigation measures</p>
October 11, 1996	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING STUDIES CONTRACT:</p> <p>1. Report from staff on revised Year 2015 travel forecasts on Area Service Highway. Robert Vaughan advised the staff reported on the results of the first re-modeling of the San Luis area at the T AC meeting of 9/12/96. Subsequent to questions the results were re- examined, and the computer model was re-run in the San Luis area.</p> <p>John Gross distributed a map displaying the new traffic volume forecasts. Robert Vaughan reminded the TAC members that the YMPO did not re-model the whole area, and the map shows the changes on U.S. 95 coming out of San Luis and on the Area Service Highway, and how results might impact the current Kimley-Horn studies.</p> <p>2. Amendment of YMPO/Kimley-Horn Contract. Robert Vaughan advised that the Executive Board had requested staff to explore with Kimley-Horn the addition of the connector road to the proposed new port of entry to the current contract. He referred TAC members to the YMPO memorandum dated 10/7/96 which explains the amendment and how it might be paid for.</p> <p>Roger Patterson suggested applying for the additional funds from the Arizona Border Area Transportation (BAT) funds. He said that the consultant's estimate of \$48,800 seemed high for the existing two-mile road, with existing right of way. Bob Wagner agreed that the study of the connector road is appropriate, however, he also agreed with Roger Patterson that the estimate for the work seemed expensive.</p> <p>Joyce Wilson said the city may have some aerial photographs of the area.</p> <p>Motion: Joyce Wilson made a motion to use traditional efforts to negotiate a fee with the consultant, and to obtain a break out of charges for necessary work. Further, advise the Executive Board on 10/30/96 that the T AC is negotiating with the consultant and will have a recommendation for action at the November meeting.</p> <p>Second: Larry Hunt</p> <p>Action: Motion carried by a unanimous vote.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>3. FY 1997 Unified Planning Work Prorzram/Budget Revision No.3. Robert Vaughan referred to the memorandum dated 10/7/96 and stated because of the action under No.2 (above) part one of the proposed Revision No.3 would not be necessary at this time.</p> <p>Mr. Vaughan explained that part two of the proposed revision includes a recommendation to budget YMPO interest revenue funds for improvements to the YMPO building to include making the bathrooms accessible as per the Americans with Disabilities Act, and to provide exterior painting to protect the building.</p> <p>Joyce Wilson stated the city is conducting a facilities needs assessment, and should know the results in six months. She said she would be reluctant to put any more money into the city buildings until the assessment is completed, unless the improvements are an emergency. Robert Vaughan said they were not an emergency, just an effort to protect the exterior of the building from further deterioration. Ms. Wilson said that if it looks like the results of the assessment will be longer than six months, she would so advise the YMPO and these improvements could be reviewed again next budget year,</p> <p>Motion: Bob Wagner made a motion to table action on this item until completion of the City of Yuma Facilities Needs Assessment.</p> <p>Second: Joyce Wilson</p> <p>Action: Motion carried by a unanimous vote.</p> <p>4. Lawsuits that may affect the ASH. Defenders of Wildlife filed two suites: (a) U.S. Air Force over protection of the Sonora Pronghorn Antelope on the Goldwater Range; and (b) U.S. Fish and Wildlife to list the Flat-tailed Horned Lizard as an Endangered Species.</p> <p>Robert Vaughan stated this is provided as information. No action taken by the TAC.</p>
November 14, 1996	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING STUDIES CONTRACT:</p> <p>A. YMPO Executive Board approved extension of existing contract for eight months: October 31, 1996 to June 30, 1997. Robert Vaughan said this is for information. The time extension does not include additional funds.</p> <p>B. Amendment of YMPO/Kimley-Horn Contract. Robert Vaughan advised the YMPO Executive Board had requested the TAC explore a revised scope of work and cost estimate for addition of the POE Connector Road to the existing contract. Information provided by the consultant was included in the TAC agenda information.</p> <p>John English stated the county staff and its representatives on the Executive Board had reviewed the information and agree that the work involved supports the cost estimate. Further, the county suggests delaying this work until construction of a new port of entry.</p> <p>Motion: John English made a motion to recommend to the YMPO Executive Board that the YMPO not amend the contract with Kimley-Horn, and to delay any study of the POE Connector Road until final plans are in place for the new port of entry.</p> <p>Second: Todd Girdler</p> <p>Action: Motion carried by a unanimous vote</p>

Date	Meeting	Excerpts from YMPO meeting minutes
December 12, 1996	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING STUDIES CONTRACT:</p> <p>A. Status Report on YMPO/Kimley-Horn Contract. Robert Vaughan stated that approximately 50 percent of the project is complete, and next month the consultant will be submitting several technical reports for TAC review. Presently, the consultant needs direction from the TAC on a key aspect of the road configuration.</p> <p>Mr. Herman Basmacıyan added that two products are nearly complete: (1) the International Trade and Traffic Activity for Yuma County report; and (2) Technical Memorandum No.1. He further advised that in approximately one month drafts of the Environmental Overview (including assessment for the Flat-tailed Horned Lizard and the archeological study), and the Major Investment Study will be submitted to the YMPO. Mr. Basmacıyan stated the firm expects that the project will require only an Environmental Assessment.</p> <p>B. Characteristics of ASH Initial and Ultimate Configurations.</p> <p>1. Ultimate Facility. Mr. Basmacıyan asked for TAC direction on the following:</p> <p>(a) Acquire sufficient right of way for ultimate facility (within the 800 foot wide corridor) to accommodate four lanes. Forecast truck travel would require four lanes. No opposition expressed by TAC members.</p> <p>(b) Access to military facilities at Co. 19th Street. TAC members discussed various alternatives.</p> <p>John English suggested that Co. 19th Street continue through to the military facility so as not to affect the ASH. He stated this route would be shorter for the military. Tom Manfredi stated he would explore this alternative with the base command and report to the YMPO. (Note: Mr. Manfredi's subsequent suggestion was sent to Mr. Basmacıyan.)</p> <p>(c) Access to future city landfill site. TAC member discussed alternatives. (Note: Mr. Van Hala subsequently sent to Mr. Basmacıyan a map indicating the location of the landfill site relative to County 23rd Street.)</p> <p>2. Interim Facility. Two lane limited access road. TAC members discussed access alternatives. Mark Van Hala will supply the consultant with the approved plans for the city landfill site; and John English will provide the consultant with the approved plans for the prison site and planned expansion. Mr. Basmacıyan stated a solution will be worked out from these plans and presented to the TAC.</p> <p>Mr. Basmacıyan stated work on the Design Concept Report (OCR) is proceeding and will require additional examination and direction on access issues as soon as possible. Also, a decision will be necessary for design of a full freeway facility in San Luis and at Araby Road: B8 to 18.</p> <p>Robert Vaughan asked if the consultant would be prepared to present preliminary recommendations for access for the TAC review and action at the January 1997 meeting. Mr. Basmacıyan responded in the affirmative.</p> <p>John English also requested the consultant to provide the projected Level of Service (LOS) at the intersections for Araby Road: B8 to 1-8.</p> <p>No action taken by the TAC members at this time.</p>
January 16, 1997	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING STUDIES CONTRACT:</p> <p>Status Report on YMPO/Kimley-Horn Contract. Robert Vaughan stated that approximately 50 percent of the project is complete, and next month the consultant will be submitting several technical reports for TAC review.</p> <p>Presently, the consultant needs direction from the TAC on a key aspect of the road configuration.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Mr. Herman Basmacıyan added that two products are nearly complete: (1) the International Trade and Traffic Activity for Yuma County report; and (2) Technical Memorandum No.1. He further advised that in approximately one month drafts of the Environmental Overview (including assessment for the Flat-tailed Horned Lizard and the archeological study), and the Major Investment Study will be submitted to the YMPO. Mr. Basmacıyan stated the firm expects that the project will require only an Environmental Assessment.</p> <p>CHARACTERISTICS OF ASH INITIAL AND ULTIMATE CONFIGURATIONS:</p> <p>1. Ultimate Facility: Mr. Basmacıyan asked for TAC direction on the following:</p> <p>(a) Acquire sufficient right of way for ultimate facility (within the 800 foot wide corridor) to accommodate four lanes. Forecast truck travel would require four lanes. No opposition expressed by TAC members.</p> <p>(b) Access to military facilities at Co. 19th Street. TAC members ...discussed various alternatives.</p> <p>John English suggested that Co. 19th Street continue through to the military facility so as not to affect the ASH. He stated this route would be shorter for the military. Tom Manfredi stated he would explore this alternative with the base command and report to the YMPO. (Note: Mr. Manfredi's subsequent suggestion was sent to Mr. Basmacıyan.)</p> <p>(c) Access to future city landfill site. TAC member discussed alternatives. (Note: Mr. Van Hala subsequently sent to Mr. Basmacıyan a map indicating the location of the landfill site relative to County 23rd Street.)</p> <p>2. Interim Facility: Two lane limited access road. TAC members discussed access alternatives. Mark Van Hala will supply the consultant with the approved plans for the city landfill site; and John English will provide the consultant with the approved plans for the prison site and planned expansion. Mr. Basmacıyan stated a solution will be worked out from these plans and presented to the TAC.</p> <p>Mr. Basmacıyan stated work on the Design Concept Report (OCR) is proceeding and will require additional examination and direction on access issues as soon as possible. Also, a decision will be necessary for design of a full freeway facility in San Luis and at Araby Road: BB to IB. Robert Vaughan asked if the consultant would be prepared to present preliminary recommendations for access for the TAC review and action at the January 1997 meeting. Mr. Basmacıyan responded in the affirmative. John English also requested the consultant to provide the projected Level of Service (LOS) at the intersections for Araby Road: BB to I-B.</p> <p>No action taken by the TAC members at this time.</p>
January 23, 1997	YMPO Executive Board	<p>AREA SERVICE HIGHWAY (ASH) PLANNING STUDIES:</p> <p>A. <i>Status of Contract.</i> Robert Vaughan reported that the contract with Kimley-Horn and Associates is approximately 65 percent complete. The <i>Technical Memorandum No. 1</i>, which details work to date on the ASH Studies is complete; the <i>Trade and Traffic Activity Report</i> is nearly complete; and the <i>Environmental Overview (EO)</i> is nearly complete. The consultant is currently working to finalize the <i>Major Investment Study (MIS)</i>, and the <i>Design Concept Report (OCR)</i>. The action under item B. below will provide additional direction for the OCR.</p> <p>Councilman Irr asked what the next step would be after the studies are complete? Gen. Hudson responded that a subcommittee of the joint YMPO-Chamber Transportation Committee has been meeting to discuss/examine funding alternatives and develop a Request for Proposals for a financial study of the ASH and the new port of entry. He advised that something may be brought to the Executive Board in the near future. Gen. Hudson further recommended that the Yuma City Council request further information on this subject from Ms. Joyce Wilson.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Councilman Irr stated the firm of Grimble and Associates, under contract with the City of Yuma, is providing work that also benefits other agencies, in regards to the port of entry and the ASH. He stated there may come a time when the city can no longer afford to pay Grimble and Associates, and the YMPO may want to consider if it wants to participate and continue that work.</p> <p>B. <i>Characteristics of ASH Initial and Ultimate Configurations.</i> Staff memo dated 1/17/97 and consultant memo 1/9/97 included with agenda.</p> <p>Referring to the consultant's memo, Councilman Irr stated for the record that he believed the segment of the ASH from approximately Avenue F to Business...</p>
February 4, 1997	Memorandum to the YMPO Technical Advisory Committee	<p>DATE: February 4, 1997</p> <p>TO: Technical Advisory Committee</p> <p>FROM: John Gross</p> <p>SUBJECT: Functional Classification of ASH (Area Service Highway)</p> <p>In order for the Area Service Highway to be a candidate for Federal Funding it must be functionally classified. Federal funds can only be programmed for roadways functionally classified as Rural Major Collector, or higher. In the case of ASH the possible classifications are Rural Principal Arterial, Rural Minor Arterial, and Rural Major Collector.</p> <p>The following are definitions for Rural Arterials and Rural Major Collector:</p> <p>Rural Principal Arterial: The rural principal arterial system consists of a connected rural network of continuous routes having the following characteristics:</p> <ol style="list-style-type: none"> 1. Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. 2. Serve all, or virtually all, urban areas of 50,000 and over population and a large majority of those with population of 25,000 and over. 3. Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise (e.g., international boundary connections and connections to coastal cities). <p>Rural Minor Arterial: The rural minor arterial road system should, in conjunction with the principal arterial system, form a rural network having the following characteristics:</p> <ol style="list-style-type: none"> 1. Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and intercounty service. 2. Be spaced at such intervals, consistent with population density, so that all developed areas reclassified as Rural Minor Arterial some of the existing Rural Minor Arterial miles should be reclassified to Rural Major Collector to stay within the National Guidelines. <p>Figure 1 illustrates the approximate miles of ASH that are not currently functionally classified and the approximate length of various sections of roadways that are currently classified as Rural Minor Arterials.</p> <p>The ASH will serve travel between the southern region of Yuma County to the east portion of the Yuma Urbanized area. YMPO staff recommends that the unclassified portion of the ASH be classified as Rural Minor Arterial: Staff also recommends that County 15th Street between US95 and Avenue 3E. Avenue 3E between County 14th Street and County 15th Street and Ave B between County 15th Street and County 23rd Street be reclassified to Rural Major Collector.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	Memorandum to the YMPO Technical Advisory Committee (continued)	<p>Table 2 shows the percent miles by Rural Functional Classification if the staff recommendation is followed.</p> <p>TABLE 2, Comparison of Rural Functional Classification Guideline to Suggested YMPO Classifications:</p> <p><i>Functional Classification, National Percent (%), Guidelines Suggested YMPO, System Guidelines Percent (%)</i></p> <p>Principal Arterial, 2 -4%, 10.3%</p> <p>Minor Arterial, 2 -4%, 4.2%</p> <p>Major Collector, None, 8.3%</p>
February 13, 1997	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING STUDIES CONTRACT:</p> <p>A. <i>Year 2015 Traffic Forecasts to Area Service Highway.</i> John Gross stated that in September the TAC authorized the YMPO to remodel the ASH based on the 1995 Special Census population figures for San Luis being higher than the POPTAC number used in the model. He referred to Figure 1 of the Kimley- Horn memo (1/9/97) in the agenda, and stated a further review by the consultant finds that current housing numbers in San Luis show the figure short by approximately 9000 units. Therefore, the model was run with the new numbers and the results shown in Figure 1.</p> <p>B. <i>Characteristics of ASH Initial and Ultimate Configurations.</i> Herman Basmaciyan, Project Manager for Kimley-Horn, stated the memorandum in the Agenda, is a result of several discussions and actions by the TAC at previous meetings. The memo describes, by segment, the consultant's proposed physical characteristics for the initial and ultimate ASH. Mr. Basmaciyan discussed each segment with the TAC members.</p> <p>Larry Hunt asked if the traffic forecasts include the proposed Cocopah Indian Tribe bridge into California? John Gross responded that to model the proposed bridge there would have to be an assumption about the number of trucks that would use it. Mr. Basmaciyan stated the plans for the bridge do not indicate a good connection to the existing street system.</p> <p>Joyce Wilson asked if there has been any discussion about restricting truck traffic on U.S. 95 once the ASH is opened? Mike Jauch stated you cannot restrict traffic on a U.S. highway. John English stated signing could be enhanced to promote truck use of the ASH.</p> <p>Joyce Wilson asked if there would be a benefit to making portions of the ASH part of U.S. 95? T AC members discussed pros and cons. Bill Alfier stated that future plans for U.S. 95 include more traffic signals which would North Frontage Road to allow for access to the site. Joyce Wilson said this should be built into the project now to include in the funding estimates for the ASH.</p>
February 24, 1997	YMPO Executive Board	<p>YMPO ROLE IN NEW PORT OF ENTRY PLANNING:</p> <p>Motion: Councilman Steiert made a motion to approve the use of \$75,000 YMPO monies to fund an amendment to the City of Yuma's contract with Grimble & Associates to contact the Port of Entry Feasibility with Grimble & Associates to conduct the Port of Entry Feasibility Study in Mexico. Further, release of YMPO funds will be subject to a Study in Mexico. Further, release of YMPO funds will be subject to a YMPO-COY Intergovernmental Agreement and City Council approval of the amendment of the City of Yuma contract with Grimble & Associates.</p> <p>Second: Mayor Lopez</p> <p>Discussion: Gen. John Hudson stated that after the year 2000 the chances of moving the ASH will diminish, and he applauded the City of Yuma for doing what is necessary to move the projects forward. Councilman Irr encouraged the Board members to continue to lobby the State Transportation Board in support of Gen. Hudson's efforts on behalf of Yuma County.</p> <p>Action: Motion carried by a unanimous vote.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>OTHER BUSINESS:</p> <p>FY 1998 Unified Planning Work Program/Budget. Robert Vaughan stated staff is developing the YMPO's work tasks and budget for FY 1998 (July 1, 1997). Regarding an Executive Board Planning Work Session with the TAC, Mr. Vaughan stated he did not believe this could be accomplished in time to prepare the budget by the deadline. He presented the following information: <i>Task 405: Area Service Highway</i>. Although it is not defined what will happen when the current contract with Kimley-Horn & Associates is completed, it is reasonable that staff time will be necessary to continue efforts to fund the ASH.</p> <p>"Flat-tailed Homed lizard Range wide Management Strategy." Draft report. Robert Vaughan stated the YMPO had just received the draft, and comments were due by February 26, 1997. He suggested that a small group of staff plus board members meet with BLM officials to review the report and develop comments. He explained that the YMPO previously adopted a Resolution to support the location of the western boundary of the Management Area as the eastern edge of the Area Service Highway. He stated the draft report is unclear exactly where the boundary is being proposed.</p> <p>(Note: On February 25, 1997 Chairman Cuming, Councilman Irr and Mayor Lopez met with Robert Vaughan (BLM unavailable) to develop comments on the draft report. Comments submitted via letter dated February 26, 1997.)</p>
February 24, 1997	YMPO Executive Board	<p>DISCUSSION OF ISSUES RELATED TO THE PROPOSED NEW/ADDITIONAL PORT OF ENTRY AND THE AREA SERVICE HIGHWAY:</p> <p>Joyce Wilson advised the City of Yuma would like to make a formal request to the YMPO to provide funding support for current efforts of the city's consultant Grimble & Associates, specifically pertaining to the new port of entry.</p> <p>Ms. Wilson explained that since the Bridges and Border Crossings Conference in Yuma, in September 1996, the project has seen significant progress, and additional work is necessary to move the process to the permit application submittal to the federal government.</p> <p>Terry Grimble explained that the Bridges and Border Crossings Conference is a committee that has been in existence for over a decade, and deals with border infrastructure issues. The committee's next meeting will be in March in Mexicali. He emphasized that at the committee's meeting in Yuma, the governors of both Sonora and Arizona attended and stated their support for the new crossing and have sent letters. Mr. Grimble distributed two documents to the board members: (1) The New Commercial Port of Entry: Next Steps; and (2) Secretary of Exterior Relations Outline of Feasibility Study for a New Border Crossing at San Luis Rio Colorado, December 1996.</p> <p>Mr. Grimble stated that because of recent activities and expressed support from agencies on both side of the border, the time is favorable to move forward. His firm has selected a consultant to complete the required feasibility study in Mexico to move into the federal permit level. On the U.S. side, Mr. Grimble stated his firm has kept in contact with Ms. Betty Swope of the U.S. State Department, met with the U.S. Customs, Immigration & Naturalization, and the GSA is the next step. He stated a target date of September 1997 has been set to move the project to the State Department.</p> <p>Mr. Grimble advised that the City of San Luis, Rio Colorado is taking the necessary steps to aggregate 250 acres (100 hectares), and he will be meeting with them in the area of Avenue E to discuss the shape of those acres. Mr. Grimble said this area can expect visits from both governments to look at the site, and he will notify the YMPO so that elected officials can be notified and participate as desired.</p> <p>Regarding land acquisition, Mr. Grimble stated a proposal is being outlined for the Bureau of Reclamation. However, information such as exact shape, mapping and legal description will be necessary. He said this should be available within two weeks and then should be another week before submittal to the Bureau of Reclamation. He stated the proposal will ask that the land be transferred to the City of Yuma. Joyce Wilson said it is easier to get the land</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>transferred to a public entity now, and later it could be transferred to a special district or authority.</p> <p>Joyce Wilson said the City of Yuma has financed to date the contract with Grimble & Associates, with one project being to advance the new port of entry. Since movement on this project has increased, additional funding is necessary. She stated that application has been made to the Joint Legislative Review Committee for \$250,000 to assist funding the technical work, and if approved, the YMPO could be reimbursed. She advised the City of Yuma has met with Representative Jerry Overton and discussed the need for these funds now. Also, Russ Jones, a member of the committee, is assisting this effort. She explained the city's contract with G&A ends on 6/30/97. This specific request to the YMPO would allow extension of the contract to 12/31/97 with focus on this project. The city requests \$75,000 from the YMPO for this work by G&A and subconsultant. She stated the selection of the consultant went through the competitive bid process and allows for subsidiary work, with the city providing oversight work. Also, monthly reports will be made to the YMPO.</p> <p>Robert Vaughan stated that if the YMPO chooses to participate, the funds would come from local sources, specifically, interest revenue generated from the YMPO's Operating Trust Fund.</p> <p>Mayor Lopez stated the project has regional significance and should not be "left hanging." He expressed appreciation to the City of Yuma for their vision and planning for this international project. He stated it is apparent that things are moving forward on the port of entry project and he encouraged the board members to do what it can to support the effort.</p> <p>Russ Jones agreed with Mayor Lopez and stated this is a competitive process and this area should not miss the opportunity that is presenting itself. He advised the first meeting of the Legislative Review Committee is scheduled for March, and as he is not aware of any other project, but this one, that will be on the table for consideration.</p> <p>Butch Opsahl added his support for aggressive action and encouraged the YMPO to support the project and approve the request from the City of Yuma.</p> <p>Chairman Cumming stated this issue is on the regular Executive Board agenda and action will be considered at that time.</p>
March 13, 1997	YMPO Technical Advisory Committee	<p>Major Investment Study. Herman Basmaciyen stated the objectives of the MIS are:</p> <ol style="list-style-type: none"> (1) Build consensus at all levels; (2) Make sure all reasonable alternatives have been addressed and evaluated; (3) Identify features of the ASH, including an evaluation of the traffic projections; (4) Prepare a Cost Estimate for the ASH. The estimate cost in current dollars is: ROW \$2,160,000, Total \$64,930,000; (5) Evaluate the cost effectiveness of the facility. The analyses showed that there will be a positive benefit/cost ratio for the Area Service Highway.
March 27, 1997	YMPO Executive Board	<p>AREA SERVICE HIGHWAY PLANNING STUDIES:</p> <p>Robert Vaughan stated that the Project Manager, Mr. Herman Basmaciyen, would present information regarding the current status of each of the project elements.</p> <p>A. Design Concept Report (DCR). Mr. Basmaciyen provided a brief history of the events leading to the identification of the ASH corridor and its specific access provisions.</p> <p>Discussions with the Technical Advisory Committee- resulted in adjustments to the corridor alignment at the point where the ASH curves from east-west. Co. 23rd St. to northbound.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Year 2015 travel forecasts are consistent with the 1995-2015 Countywide Transportation Plan at 9,400 per day on the ASH between Avenue B and Co. 14th Street, then increases to about 18,000 per day between Co. 14th St. and Business 8. Mr. Basmaciyan said this indicates a clear need for the ASH to be a four lane section, supported further by the forecasted large percentage of trucks.</p> <p>Mr. Basmaciyan explained the design considerations for each section of the ASH, and identified special design considerations such as avoiding impacts on the public park in San Luis, access for the prison and city landfill sites, the MCAS Rifle Range, and the A Canal. He also displayed intersection configurations for the ASH in 2015. Mr. Basmaciyan stated the local agencies and ADOT are reviewing the draft drawings in the Design Concept Report.</p> <p>B. Environmental Overview (EO). and Recommendation for Next Phase of Environmental Work. Mr. Basmaciyan stated the purpose of the EO is to assess the environmental issues of the ASH corridor, and to suggest what formal environmental document should be prepared: an Environmental Impact Statement (EIS), or an Environmental Assessment (EA). He advised that the federal lead agency -in this case it is the Federal Highway Administration - will make the ultimate decision, based on information in the EO.</p> <p>Mr. Basmaciyan stated that both the EA and EIS are valid environmental documents. The EIS is very extensive and necessary for some projects. It is also more costly than an EA. Based on information in the EO and discussions with FHWA, it appears that an Environmental Assessment (EA) is the appropriate effort for the ASH. The YMPO TAC action on March 13, 1997 recommended that an EA be prepared; and authorization should now be given to the consultant to proceed. Mr. Basmaciyan cautioned the board members that if a major environmental issue is identified in preparation of the EA, it could become necessary to extend the work of an EA to an EIS document.</p> <p>Mr. Basmaciyan identified environmental issues for the ASH corridor as:</p> <ol style="list-style-type: none"> 1. Flat-tailed Horned Lizard 2. Cultural/Archeological Resources 3. Hazardous Wastes 4. Parks and Canals. <p>He further explained how the ASH design would mitigate or avoid the impact of these issues.</p> <p>Motion: Councilman Irr made a motion to accept the Environmental Overview (EO) and authorize the consultant to move ahead with an Environmental Assessment.</p> <p>Second: Supervisor Prochaska</p> <p>Discussion: Gen. Hudson stated a concern about any environmental group coming in "at the last minute" and stopping the whole thing because we do not have a sufficient environmental document.</p> <p>Herman Basmaciyan stated that is a possibility. The Flat-tailed Horned Lizard has been identified as a "possible threatened" species. Adoption of the Management Plan for the lizard will make it unnecessary for the agencies to list the lizard.</p> <p>Councilman Irr stated that the project should move forward, as even an EIS would not prevent a lawsuit by an environmental group. Tom Manfredi stated that MCAS has found that an EA usually becomes an EIS. An EIS could take 18 months, and it is unlikely that the ASH will be constructed within that period, so would not delay the project.</p> <p>Councilman Iff asked if an EA could be part of an EIS? Mr. Basmaciyan responded yes, the EA would be used in the decision-making by federal agencies to determine if a "Finding of No Significant Impact (FONSI) is appropriate, or if an EIS is necessary.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Robert Vaughan stated he spoke with Mr. Steve Thomas of FHWA, who indicated he reviewed the EO information and felt comfortable that an EA would be sufficient.</p> <p>Action: Motion carried by a unanimous vote.</p> <p>C. Major Investment Study (MIS). Herman Basmaciyan stated the federal regulations mandate this document for major transportation expenditures/investments to show that the agencies have considered all alternatives, have build consensus, and determined benefits.</p> <p>He briefly described the background of the corridor identification beginning with the consideration of alternatives in 1988-1989, that resulted in the joint Yuma City-County Resolutions in 1994.</p> <p>Mr. Basmaciyan stated the MIS also looked at alternatives of alignments in San Luis, and at the curve of Co. 23rd St. onto the ASH, and in discussions with the Resource Agencies, such as the BLM, U.S. Fish & Wildlife, the Air Force, MCAS, and Arizona State Lands, the current alignment was agreed upon, which is the focus of the study. He added that the MIS must also examine the "no project" alternative.</p>
April 10, 1997	YMPO Technical Advisory Committee	<p>REQUEST FOR PROPOSAL (RFP) FOR REVENUE STUDY OF AREA SERVICE HIGHWAY:</p> <p>Robert Vaughan explained that the YMPO formed an Ad Hoc Transportation Steering Committee (with representatives from the Chamber of Commerce and YMPO member agencies) to determine "what's next after the current ASH studies are complete." Discussions resulted in the development of a Request for Proposals to conduct a Revenue Study for the ASH. The draft RFP was reviewed by a subcommittee of the Ad Hoc Committee, and Ms. Suzanne Sale, the Finance Director for ADOT. On April 9, 1997 the full Ad Hoc Committee reviewed the draft RFP and voted to recommend its approval by the YMPO Executive Board. TAC members discussed several elements of the RFP, and suggested it also include a list of "evaluation criteria", and how much weight might be placed on each.</p> <p>Motion: Dave Ford made a motion to recommend that the Executive Board approve the Request for Proposals for a Revenue Study of the Area Service Highway as drafted and recommended by the YMPO Ad Hoc Transportation Steering Committee, and as amended per T AC discussion.</p> <p>Second: Larry Hunt.</p> <p>Action: Motion carried by a unanimous vote.</p>
April 22, 1997	Letter to the YMPO Technical Advisory Committee	<p>UNITED STATES MARINE CORPS</p> <p>April 22, 1997 Mr. Robert Vaughan Executive Director, YMPO 200 West First Street Yuma, Arizona 85364</p> <p>Dear Mr. Vaughan:</p> <p>MCAS Yuma has proffered the position that traffic heading to the Barry M. Goldwater Range (BMGR) access the range at County 19th Street via the Area Service Highway (ASH). Kimley-Horn and Associates, Inc. prepared the ASH cross section and intersection features memorandum based on the Station position. The document contained two concepts for how the access to the BMGR at County 19th Street could be implemented. This Command has reviewed the document and sought input from Station Departments and tenant commands that routinely have vehicles transit from MCAS to the BMGR.</p> <p>Almost unanimous agreement was reached that neither of the two concepts presented in the memorandum were conducive to the safe operation of military traffic en route to the range via the ASH. After careful consideration of the design features of the ASH compared to the operational capabilities and limitations of military vehicles, it has been</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	Letter to the YMPO Technical Advisory Committee (continued)	<p>decided that the safest mode of operation would be to prevent range traffic from intermixing with the high speed commercial ASH traffic. It is therefore my decision to modify the Marine Corps position on use of the ASH by BMGR traffic.</p> <p>Range traffic will continue to access the BMGR by using Avenue 3E and County 19th Street. Some type of grade-separated over/underpass at County 19th Street and the ASH would allow range traffic to cross the ASH without any delay to ASH traffic. I must stress that there would NOT be any entrance and/or exit to the ASH allowed at this grade-separated interchange. It is my opinion that this will provide the safest route for the Marines/Sailors/Civilians who must go to the BMGR. It will also enhance the operation of the ASH by removing vehicles not constructed to operate at speeds for which the ASH is being designed.</p> <p>It is my desire and that of the Marine Corps to work with all local entities for the betterment of our community. If there are any questions concerning this letter, please feel free to call Mr. T. A.</p> <p>Manfredi at (520) 341-2272/2103.</p> <p>Sincerely,</p> <p>C.J Turner Colonel, U. S. Marine Corps Commanding</p>
April 24, 1997	Memorandum to the YMPO Technical Advisory Committee	<p>DATE: April 24, 1997</p> <p>TO: Technical Advisory Committee</p> <p>FROM: John Gross</p> <p>SUBJECT: ASH Designation and Functional Classification</p> <p>ASH DESIGNATION: Recently a question regarding the termini of the Area Service Highway (ASH), has arisen. There has been some confusion because the contract with Kimley Horn Associates Inc. to conduct three planning studies of the ASH, is for the corridor extending from 1-8 to US95 at San Luis. Yet most maps show the ASH extending from Business 8 to US95 at San Luis (See Figure 1).</p> <p>In attempting to solve this conflict three documents were researched: Yuma City Council Resolution 2803 and Yuma County Resolution 94-43 which adopt the joint city / county effort to address traffic from Mexico, and the adopted 1995 - 2015 Countywide Transportation Plan.</p> <p>Yuma City Council Resolution 2803 and Yuma County Resolution 94-43, define the location of the Area Service Highway as extending south from Business 8 (County 11th Street), to County 14th Street then traversing southwesterly on the western boundary of the Barry M. Goldwater Air Force Range to County 23rd Street, then west on County 23rd Street to San Luis, Arizona. Resolution 2803 was adopted July 6, 1994 and Resolution 94- 43 on July 5, 1994.</p> <p>In Section VI, page 24, under Recommendation C, of the 1995 -2015 Countywide Transportation Plan the recommendation is made to "Construct the Area Service Highway (ASH) between San Luis, Arizona and Interstate 8. The Countywide Transportation Plan was adopted by the Y.M.P.O. Executive Board on December 28, 1995.</p> <p>It is apparent that the documents are in conflict concerning the section of Araby Road from Interstate 8 to Business 8. Two documents exclude this section from the ASH designation and one includes it. However, it is clear in reading the documents that the intent of the Area Service Highway is to provide a route for commercial vehicles from the United States/Mexico border to Interstate 8. Both the City and County resolutions have a statement in the whereas section that reads that the purpose of this truck route is: "To efficiently move interstate commercial truck traffic between the United States/Mexico border and Interstate 8 and U.S. 95.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	Memorandum to the YMPO Technical Advisory Committee (continued)	<p>Recommendation: In order to avoid confusion, staff recommends that the section of Araby Road from the intersection of Business 8 to the westbound on and off ramps of Interstate 8 be included in the designation of the Area Service Highway.</p> <p>FUNCTIONAL CLASSIFICATION: Y.M.P.O. Executive Board Resolution No. 60 directs Y.M.P.O. staff to pursue functional ~ reclassification of certain roads in Yuma County, including designating the Area Service Highway as a Rural Minor Arterial road. In order to maintain consistency in the functional classification of the ASH, the section of Araby Road from Business 8 to Interstate 8 should also be functionally classified as a Rural Minor Arterial. It is currently classified as a Rural Major Collector.</p> <p>Reclassification would remove 0.68 miles of Rural Major Collector, and add 0.68 miles of Rural Minor Arterial, to the Yuma Functional Classification System.</p> <p>Recommendation: Reclassify the approximate .68 miles of Araby Road from Business 8 to Interstate 8 from Rural Major Collector to Rural Minor Arterial.</p>
April 25, 1997	YMPO Technical Advisory Committee	<p>Mr. Girdler pointed out some differences between the draft Plan and the Countywide Transportation Plan (CTP): (1) no funding restrictions, therefore, the draft includes projects identified in the CTP that will be needed, but there are insufficient funds; (2) Shows the Area Service Highway (ASH) as a freeway because of the planning horizon difference.</p> <p>Joyce Wilson stated the city has asked the Airport Authority to participate. And, the Chamber of Commerce Transportation Committee will be used as a sounding board. Drafts of the plan will be provided to them as they are developed.</p> <p>Todd Girdler stated a new draft should be ready within two weeks and will include the new/updated maps. He pointed out the new maps have dropped off the streets in the foothills area.</p> <p>Roger Patterson asked how the draft Plan compares to the County's Master Roads Plan? Todd Girdler responded they are difficult to compare because the county plan was prepared in the late 1980s.</p> <p>TAC members discussed the draft Plan's diagonal road at the Area Service Highway and Co. 14th Street. Todd Girdler stated that project should be discussed further. Chairman Wagner stated there are some people who support that roadway, and think it is important. He warned it could be a controversial issue.</p> <p>Mike Steele stated there is a need for east-west movement, and getting people onto the MCAS. And, 32nd Street is a major east-west corridor.</p> <p>Roger Patterson stated he was concerned that the draft Plan could give the impression of an effort to weaken the ASH, when that diagonal road will not be built within 20 years, while the ASH is also several years away. He commented part of the problem could be that priorities are not set for the projects in the city's draft Plan.</p> <p>Mike Steele said the city IS trying to protect right of way in the major travel corridors, and the ASH is not intended as an east-west connector. Mike Jauch disagreed, and stated that motorists will use the ASH for east-west connection. Mike Steele said the ASH will be a limited access freeway as supported by the city-county joint resolutions.</p> <p>Robert Vaughan referred TAC members to page 22 of the draft Plan. He suggested that the statement "...if the ASH is built..." be changed to stated "...when the ASH is built..." Also, on the same page, Mr. Vaughan stated the reference to moving the US 95 designation to the ASH, there is a need to emphasize that the two facilities will serve difference purposes and there is a definite need for both to be state routes.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Mr. Vaughan advised that Gen. John Hudson is working to get the ASH on the state system next year. This area should not have a document that suggests that redesignation could happen.</p> <p>Joyce Wilson agreed and stated that is a short-term concern and the city will make sure the draft plan is consistent with projects now on the table, and write it in such a way that does not jeopardize ASH planning efforts underway.</p>
May 1, 1997	YMPO Executive Board	<p>REQUEST FOR PROPOSALS (RFP) FOR REVENUE STUDY OF AREA SERVICE HIGHWAY:</p> <p>Final draft RFP included in Agenda Packet with a recommendation from the Technical Advisory Committee (TAC) for approval.</p> <p>Councilman Irr stated he found the RFP to be in-depth and he was satisfied with the product(s) that would be received as a result.</p> <p>Robert Vaughan suggested the deadline for submittal of proposals be changed to June 6, 1997. He added that once the proposals are received, a Selection Committee will be formed to review the proposals and make a recommendation for contract award.</p> <p>Motion: Councilman Irr MADE A MOTION to approve the release of the RFP for a Revenue- Study of the Area Service Highway, with the deadline date set at June 6, 1997.</p> <p>Second: Supervisor Prochaska</p> <p>Action: Motion carried by a unanimous vote.</p>
May 8, 1997	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING STUDIES:</p> <p>A. ASH Designation and Functional Classification. John Gross stated that a question had been raised about the section of Araby Road between Business 8 and Interstate 8 being designated as part of the Area Service Highway (ASH). He explained the joint Yuma City-County Resolutions identifying the ASH corridor clearly state that the ASH will run between Business 8 and San Luis, Arizona. However, the current contract with Kimley-Horn & Associates for the ASH studies includes the section between Business 8 and 1-8, and the purpose of the ASH is to provide connectivity to 1-8. The staff memo dated 4/24/97 in the Agenda Packet recommends that to maintain consistency the ASH corridor be designated as 1-8 to San Luis, Arizona.</p> <p>John Gross further explained the memo also includes a staff recommendation to re-classify that section of Araby Road (approximately 0.68 mile) from rural major collector to rural minor arterial, the same as designated for the rest of the ASH by YMPO Resolution No. 60.</p> <p>Todd Girdler stated the city has been concerned about the two different termini descriptions for the ASH, and supports this recommendation.</p> <p>Motion: Todd Girdler MADE A MOTION to recommend that the section of Araby Road between Business 8 and Interstate 8 be included in the designation of the Area Service Highway, and that the functional classification of this section be changed to rural minor arterial.</p> <p>Second: Victor Stevens</p> <p>Action: Motion carried by a unanimous vote.</p> <p>B. Revision to 1997-2001 Transportation Improvement Program (TIP). John Gross stated that ADOT suggests including the Area Service Highway study projects in the TIP document. A draft Table 20 "Area Service Highway" was distributed to the TAC members.</p> <p>Robert Vaughan stated information from ADOT is that the ASH should be in the TIP to strengthen the effort to include</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>it in the functional classification system.</p> <p>Jess Jarvis suggested the project description in the draft Table 20 include a reference to the "pending classification of the ASH from 1-8 to San Luis, Arizona." Bill Alfier suggested adding the ASH Revenue Study project also. Mr. Jarvis said it is important to provide FHWA with sufficient information to support the classification approval.</p> <p>Motion: Jess Jarvis made a motion recommend revision of the 1997- 2001 Transportation Improvement Program to include a Table 20 for the Area Service Highway, amended per TAC discussion.</p> <p>Second: Victor Stevens</p> <p>Action: Motion carried by a unanimous vote.</p> <p>C. Status and Schedule of Contract with Kimley-Horn & Associates. TAC members were provided with a project schedule prepared by the consultant. Mr. Vaughan advised that the project manager, Herman Basmaciyen, states the final Design Concept Report and Major Investment Study will be available by the contract end date of June 30, 1997. Also, at that time a draft Environmental Assessment (EA) will be ready, but will require time to take through a public hearing process. The consultant will determine the appropriate time period and request a contract extension. However, they will not be asking for additional money. Action is anticipated for the June TAC meeting.</p> <p>Mr. Vaughan also explained the time frame for the EA is dependent on a lawsuit on file regarding the Flat-tailed Horned Lizard. The U.S. Fish and Wildlife Service has 45 days to decide whether or not to list the lizard as endangered. If the Conservation Management Strategy for the lizard is approved it could forego that listing. Therefore, if the lizard is listed more time will be required for the EA, and if not listed, the EA could get approval much faster from the federal agencies.</p> <p>Mr. Vaughan stated he will meet with FHWA & ADOT officials in Phoenix on May 19, 1997 regarding the ASH and make sure everything is in place should the ASH become a state route. The DCR has been provided to ADOT for comments. Mr. Basmaciyen is asking for local agency comments on the DCR by May 15.</p> <p>D. MCAS Letter 4/22/97 from Col. C. J. Turner re County 19th Street Access to ASH. Letter included in the Agenda Packet.</p> <p>Bill Alfier stated the letter presents a very reasonable approach, and MCAS has been very cooperative and easy to work with. Jess Jarvis stated he appreciated Col. Turner's statement about his desire and that of MCAS to "work with all local entities for the betterment of our community."</p> <p>Vice Chairman Patterson received a general consensus of the TAC members to recommend a change to the ASH DCR per Col. Turner's letter.</p>
May 29, 1997	YMPO Executive Board	<p>AREA SERVICE HIGHWAY PLANNING STUDIES:</p> <p>A. RESOLUTION NO. 64 DEFINING ASH TERMINI AND MODIFYING FUNCTIONAL CLASSIFICATION.</p> <p>Robert Vaughan stated the primary purpose of the resolution is to clear up any misunderstandings about the termini of the ASH. The memo 5/23/97 in the Agenda packet recommends the resolution to solve the conflict between Yuma City and County Joint Resolutions (2803 and 94-43) and the adopted 1995-2015 Countywide Transportation Plan. This resolution adds to the ASH 0.68 mile section of Araby Road between Business 8 and 1-8, thus it establishes the termini of the ASH as San Luis, Arizona to Interstate 8. Further, the memo recommends reclassification of the 0.68 miles of Araby Road from a Rural Major Collector to a Rural Minor Arterial.</p> <p>Motion: Councilman Steiert MADE A MOTION to adopt Resolution No. 64 as written.</p> <p>Second: Supervisor Prochaska</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Action: Motion carried by a unanimous vote.</p> <p>B. Establish Selection Committee for ASH Revenue Study Proposals. Robert Vaughan requested the Executive Board form/appoint a Selection Committee to review and rate the proposals, and make a recommendation for selection. Executive Board members expressed desire for the composition of the committee to include members with engineering backgrounds and members with financial planning experience. The following names were submitted by the Board members:</p> <p>Bob Wagner, Yuma City Engineer</p> <p>John English, Director, Yuma County Public Works</p> <p>Suzanne Sale, Director, Administrative Services, ADOT Bill Alfier, ADOT Yuma District Engineer</p> <p>Victor Stevens, Administrator, City of San Luis</p> <p>Bob Stull, Director, City of Yuma Financial Services</p> <p>Motion: Councilman Everett MADE A MOTION to appoint the Selection Committee for the ASH Revenue Study Proposals as discussed and named above.</p> <p>Second: Supervisor Prochaska .</p> <p>Action: Motion carried by a unanimous vote.</p> <p>C. Status of Major Investment Study (MIS), Environmental Assessment (EA), Design Concept Report (DCR), and Contract Schedule. Robert Vaughan reported that the YMPO has received the draft MIS from the consultant and review by the TAC is underway. Preparation of the draft EA is underway and should be available in mid-June. And, the DCR is also in draft form and is being reviewed by the TAC, ADOT, FHWA and FTA.</p> <p>Mr. Vaughan advised that a public meeting will be necessary for the MIS, and the consultant suggests it be held in conjunction with the next regular meeting of the Executive Board, June 26, 1997.</p> <p>Executive Board members expressed desire for good public turn out, stating it will be beneficial to the project to have good media coverage and public participation.</p> <p>Tom Manfredi explained MCAS experience in conducting public meetings, and he urged the YMPO take all reasonable actions to make the public aware of the meeting(s).</p> <p>Chairman Cuming received a general consensus of the board members to conduct the public meeting on June 26, 1997.</p> <p>REVISIONS TO 1997-2001 TRANSPORTATION IMPROVEMENT PROGRAM AND 1998-2002 TRANSPORTATION IMPROVEMENT PROGRAM:</p> <p>Robert Vaughan stated the TAC recommends adding a Table 20 "Area Service Highway to both documents to support the YMPO's application to FHWA to put the ASH on the Functional Classification System.</p> <p>Motion: Councilman Everett MADE A MOTION to accept the TAC recommendation and revise the 1997-2001 and 1998-2002 TIP to include Table 20"Area Service Highway".</p> <p>Second: Councilman Steiert</p> <p>Action: Motion carried by a unanimous vote</p>

Date	Meeting	Excerpts from YMPO meeting minutes
June 6, 1997	Letter to YMPO Technical Advisory Committee	<p>From: Kimley-Horn and Associated, Inc.</p> <p>To: Mr. Robert Vaughan</p> <p>Date: June 6, 1997</p> <p>Subject: Agreement for Consultant Services Dated September 1995 Between Yuma Metropolitan Planning Organization and Kimley-Horn and Associates, Inc. Mr. Robert Vaughan</p> <p>Dear Mr. Vaughan:</p> <p>The Agreement for Consultant Services for the Yuma Area Service Highway between the Yuma Metropolitan Planning Organization and Kimley-Horn and Associates, Inc., dated September 1995, has an expiration date of June 30, 1997. As you are aware, most of the technical work in conjunction with the three study elements has been completed. Specifically: A draft of the Major Investment Study (MIS) has been submitted and a public meeting for the MIS is scheduled for June 26, 1997. Plan and profile drawings, which constitute the major portion of the Design Concept Report (OCR), have been prepared and are under review by the Arizona Department of Transportation (ADOT). A draft of the complete DCR will be available about June 23, 1997.</p> <p>An Environmental Overview (EO) has been completed and a draft of the Environmental Assessment (EA) is under preparation. The initial draft of the EA is scheduled for submittal late in June 1997. The processing of the EA through the various Federal agencies, as well as final approvals on other study deliverables, will not be completed prior to the June 30, 1997 expiration date of the Agreement. Accordingly, we respectfully request that the performance period of the Agreement be extended to December 31, 1997. This six-month extension would allow for the necessary processing steps.</p>
June 13, 1997	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING:</p> <p>A. Status of Contract and Schedule. Chairman Wagner stated this is a request from the consultant for a time extension.</p> <p>B. Major Investment Study (MIS). Robert Vaughan reported the (MIS) is being reviewed by the TAC members. Public Meeting and Open House on the MIS is scheduled for June 26, 1997 in conjunction with the YMPO Executive Board meeting. Mr. Herman Basmaciyan requested comments from the TAC as soon as possible, to assist preparation of the final draft document for public review, which will begin 6/20/97.</p> <p>Chairman Wagner stated he assumed the Major Investment Study is intended to convince interested persons that this is a good project, or investment. He suggested that the major projects that are being planned such as the ASH, the new port of entry, the airport expansion, etc. be integrated into a package. The MIS give impression that this area is only focusing on the ASH. The other projects are mentioned, but are not linked to the ASH, or demonstrate how the projects benefit each other. He recommended strengthening the MIS to make it an integrated package that sells those projects and how each supports/enhances the other projects. (Note: The purpose of an MIS is not to sell an alternative. Please continue reading).</p> <p>Chairman Wagner also stated the MIS makes conclusions that the ASH will cause no economic impact that would not already happen without the road. The next page states it may have some negative environmental impact. These seem to be negative statements. He further stated the MIS should identify the beneficiaries of the ASH, i.e. Arizona, United States, and Sonora Mexico.</p> <p>Joyce Wilson stated a map could be used to show how these projects benefit each other and the region. And, it could include a statement that a new commercial port will not be built without the road. This study could be used to support not only the need for the road, but to sell how the other critical projects are hinging upon its construction. She suggested adding a section to the MIS describing the benefits and making it easy to see the significance of the ASH corridor.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Robert Vaughan stated the MIS is a decision-making process to show why a particular alternative, in this case, the ASH was selected. The MIS is not a "selling" document. However, all of the items mentioned above would be appropriate to lead the reader to the conclusion that this is the best alternative.</p> <p>Todd Girdler suggested strengthening the ASH's impact on the amount of congested roads in the region, by giving some examples of those roads and how they will be reduced.</p>
June 26, 1997	YMPO Executive Board	<p>AREA SERVICE HIGHWAY PLANNING STUDIES:</p> <p>A. Status of Contract and Schedule. Robert Vaughan explained that the consultant, Kimley-Horn & Associates, has requested an extension of time on the contract from June 30, 1997 to December 31, 1997, with no additional cost involved. Mr. Vaughan stated the consultant's letter of 6/6/97 explains the need for an extension is due to period of time needed for final approval from various Federal agencies and the public on the study products. The six month extension would allow for the necessary processing steps. Mr. Vaughan also advised that the YMPO's Technical Advisory Committee (TAC) recommends approval.</p> <p>Motion: Mayor Lopez MADE A MOTION to approve extension of the - YMPO/Kimley-Horn Contract completion date from June 30, 1997 to December 31,1997 as requested.</p> <p>Second: Supervisor Prochaska</p> <p>Action: Motion carried</p> <p>B. Major Investment Study (MIS). Mr. Herman Basmaciyen, Project Manager, Kimley-Horn & Associates, formally presented the results of the study. Highlights of his presentation included the following:</p> <p>Need for the corridor improvement. MIS discusses the planning, which began in 1987 and continued to the present, for a connection between San Lu is, Arizona and Interstate 8 to move trucks, and specifically hazardous materials, out of the urbanized areas.</p> <p>The MIS is a component of three parallel studies which included the Environmental Assessment (EA) and Design Concept Report (DCR).</p> <p>The MIS involved coordination and cooperation between multiple agencies at various levels of federal, state & local governments, with the Federal Highway Administration acting as the lead agency."</p> <p>The MIS identifies and discusses key events in the planning for the Area Service Highway.</p> <p>The MIS discusses the various corridor alternatives, with analyses and recommendation for corridor alignment.</p> <p>Major design and environmental considerations are identified and discussed.</p> <p>The MIS identifies the benefits of the Area Service Highway with cost estimate totaling \$64,930,000 and a benefit/cost ratio of 2.02.</p> <p>Mr. Basmaciyen explained the annualized cost is a "snapshot" of costs in the year 2015 in terms of today's dollars and includes several factors/components such as life expectancy of pavement, right of way, etc.</p> <p>Mayor Lopez asked if the MIS considered the planning for the proposed new Port of Entry. Mr. Basmaciyen responded yes, it is another benefit of the ASH that it will enhance a new Port of Entry to allow for access at Avenue E.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Gen. Hudson asked the forecast year for traffic projections on the ASH? Mr. Basmaciyen stated the forecast is consistent with the YMPO's 2015 Countywide Transportation Plan, and also the forecast was worked through the YMPO's transportation model for refinement to analyze a higher population in San Luis from the 1995 Special Census.</p> <p>At this time, Chairman Cuming convened the Public Meeting and opened the floor for questions/comments from the public. [NOTE: The YMPO conducted an Open House on the MIS preceding the Executive Board session (3:00 p.m. to 5:30 p.m.) The consultant made a similar presentation to those present at that time.]</p> <p>Alan King. U.S. Arm~ Proving Ground (YPG). and Member of the Yuma County Chamber of Commerce Transportation Committee. Mr. King expressed unanimous support for the ASH corridor as identified in the MIS on behalf of the Chamber's Transportation Committee. He stated the committee believes the ASH will be a benefit to Yuma and offers its assistance in whatever way appropriate to bring about the construction of the ASH.</p> <p>Larry Froescheuser. President. Greater Yuma Economic Development Corp. Mr. Froescheuser asked about planned interchanges on the ASH. Mr. Basmaciyen stated the 2015 ASH facility is planned for "at grade" intersections, but beyond 2015 there may be a need for grade separated" interchanges. Mr. Basmaciyen also identified the intersection access locations.</p> <p>Mr. Froescheuser asked if the ASH also serves as the boundary for the Flat- tailed Horned Lizard Management Area? Mr. Basmaciyen stated yes, between Co. 14th St. and Co. 23rd St. the ASH lies within the Barry M. Goldwater Bombing Range, therefore, there will be no access and no development. And, in that area the boundary for the Management Area would be just east of the ASH alignment.</p> <p>Mr. Robert Vaughan advised that once the MIS is approved a "locally preferred alternative will be accepted by the YMPO. However, this cannot be done until after the completion of the Environmental Assessment (EA).</p> <p>Hearing no further comments, Chairman Cuming closed the public meeting portion of the Executive Board.</p> <p>C. Status of Design Concept Report and Environmental Assessment. Mr. Basmaciyen stated the draft reports for each will be available in approximately two (2) weeks for staff reviews. The Public Hearing on the EA will be scheduled once the reviews are complete and a final draft EA is prepared.</p> <p>SAN LUIS CIRCULATION STUDY:</p> <p>A. Scope of Work. Robert Vaughan stated that on January 23, 1997 the Executive Board authorized the YMPO-ADOT Intergovernmental Agreement (IGA) for acceptance of Arizona Border Transportation (BAn funds for a Circulation Study in San Luis. Further, the Board authorized the amendment of the current contract with Kimley-Horn & Associates for the ASH Studies to include the Circulation Study.</p> <p>He explained the draft Scope of Work has been prepared with assistance from the consultant and the City of San Luis. The YMPO TAC recommends approval. He further stated the next steps will be (1) finalize the IGA with between the YMPO and the City of San Luis for administration and funding of the project; and (2) amendment of the contract with Kimley-Horn & Associates.</p> <p>Mayor Lopez stated there are many traffic challenges in the City of San Luis and this project will be important. He asked for support from the Executive Board.</p> <p>Motion: Councilman Everett made a motion to approve the Scope of Work for the San Luis Circulation Study as presented.</p> <p>Second: General Hudson</p> <p>Action: Motion carried by a unanimous vote.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
July 17, 1997	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING:</p> <p>A. Project Status. Robert Vaughan reported the draft Design Concept Report (DCR) and Environmental Assessment (EA) documents are being prepared and will soon be available for TAC review.</p> <p>B. Proposals for ASH Revenue Study. Robert Vaughan advised the YMPO received six (6) proposals. The YMPO's Consultant Selection Committee met on 7/15/97. The proposals were rated based on technical merit, and then the cost proposals were opened. He explained the process used to determine the short list of two firms that will be interviewed by the Selection Committee (August 12, 1997): Apogee Research, Inc. and Parsons Brinckerhoff.</p> <p>Mr. Vaughan also explained the Revenue Study will be paid for by a grant from the Arizona State Border Infrastructure Funds in the amount of \$200,000. An Intergovernmental Agreement (IGA) with ADOT is being drafted to allow receipt of the funds. In addition, these funds will also be used for the Environmental and Design Studies for the new Port of Entry on the U.S. side of the border. The balance of funds will reimburse the YMPO for its funding (\$75,000) of the Port of Entry Feasibility Study in Mexico that is currently underway.</p>
August 14, 1997	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING:</p> <p>A. YMPO/Kimley-Horn Contract Status. Mr. Herman Basmaciyen reported the following:</p> <p>(1) Draft Design Concept Report (DCR): The DCR documents the way in which the Plan and Profile drawings were developed. Mr. Basmaciyen stated the draft includes an updated cost estimate. He asked for comments on the draft DCR be submitted to the YMPO by 8/29/97. To date, written comments have been submitted by MCAS.</p> <p>Chairman Wagner suggested an Executive Summary to the DCR. Mr. Basmaciyen stated it could be added as a brief introduction, however, the DCR is a presentation of facts.</p> <p>(2) Environmental Assessment (EA): Mr. Basmaciyen stated he has received the draft EA from the subconsultant Logan, Simpson & Dye for internal review. He explained that the Federal Highway Administration (FHWA), the lead agency for this work, has expressed a desire to review the draft before it is distributed. That review should be complete within two weeks and then the draft EA will be presented for TAC review.</p> <p>Chairman Wagner asked if the EA will include information regarding the recent action not to list the flat-tailed horned lizard as endangered? Mr. Basmaciyen responded it does, however, the decision does not imply there will be no mitigation required. Chairman Wagner suggested the EA include the map of the FTHL Management Area Boundary showing the ASH as the western boundary.</p> <p>Mr. Basmaciyen stated the Cultural Resource Survey portion of the EA must be reviewed by the State Historical Preservation Office (SHPO). ADOT has agreed to officially submit the Survey to SHPO for review. He advised further that the Corps of Engineers requires a 30-day review period, therefore, he anticipates the draft EA will be ready for public review in late September.</p> <p>(3) Major Investment Study (MIS): Mr. Basmaciyen stated the MIS is a federal document for the purpose of establishing a course of preferred action, cost effectiveness, and appropriate public process used to identify the preferred corridor alternative. The final draft MIS has been accepted by the YMPO Executive Board and once the EA is approved the YMPO can formally adopt the MIS as the preferred alternative.</p> <p>B. Proposals for ASH Revenue Study. Robert Vaughan stated the Consultant Selection Committee met on 8/12/97 and conducted interviews of the two short-listed firms; Parsons Brinckerhoff and Apogee Research. The rating forms were tabulated and both firms were scored equally and committee members felt both firms capable of performing the work. Chairman Wagner stated the committee members will conduct further discussions and have a recommendation</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>ready for the Executive Board before it meets on August 28, 1997.</p> <p>Joyce Wilson urged the Selection Committee to move quickly and suggested obtaining prior authorization from the Executive Board (via telephone) to negotiate with the recommended firm so that contract preparation will be nearing closure by the Board meeting on 8/28/97. Robert Vaughan stated the T AC could support the Selection Committee taking the recommendation directly to the Board. Ms. Wilson explained that with the Arizona State Transportation Board meeting in Yuma on November 21, 1997, a financial analysis of the ASH would be key to demonstrate to the Board that there has been meaningful activity related to the ASH and the Port of Entry projects.</p> <p>Ms. Wilson also stated it is important that the Revenue Study include calculations of the dollar value of any route turnback options.</p> <p>Motion: Todd Girdler MADE A MOTION to authorize the Consultant Selection Committee take its recommendation directly to the Executive Board on 8/28/97, and that the Board members be polled to authorize negotiations with the recommended firm with affirmation of the contract award on 8/28/97.</p> <p>Second: Xanthi Lauderdale</p> <p>Action: Motion carried by a unanimous vote</p>
August 28, 1997	YMPO Executive Board	<p>INTERGOVERNMENTAL AGREEMENT (IGA) BETWEEN THE YMPO AND ADOT FOR STATE BORDER INFRASTRUCTURE FUNDS (\$200,000) APPROPRIATED FROM H.B. 2040:</p> <p>Robert Vaughan stated the Arizona State Legislature approved the YMPO's application for these funds to conduct appropriate planning studies for the ASH and the new commercial Port of Entry. The IGA is necessary between the YMPO and ADOT to allow for the release of the funds to the YMPO. Mr. Vaughan stated the funds are intended to accomplish (1) the ASH Revenue Study; (2) Environmental and Conceptual Layout Studies for the rOE and the Connector Road on the U.S. Side, and the Feasibility Study for the rOE on the Mexican side (currently underway). Mr. Vaughan explained the YMPO funded this study (\$75,000) with interest revenues generated by its Operating Trust Fund. If funds remain after completion of the Revenue Study and the rOE studies on the U.S., then the balance will be used to reimburse those YMPO funds.</p> <p>Robert Vaughan stated the IGA has been reviewed by the YMPO attorney and his comments were penciled in on the draft IGA included in the Agenda. Supervisor Prochaska referred to page 3, stating the numbering of the paragraphs from page 2 were not consecutive. She asked if there were paragraphs that could be missing. Robert Vaughan stated he believed that to be a typographical error, but the YMPO would clarify that with ADOT.</p> <p>Motion: Supervisor Prochaska made a motion to adopt the IGA between the YMPO and ADOT to accept the \$200,000 of Border Infrastructure Funds appropriated by the H.B. 2040, as corrected by the YMPO attorney and subject to clarification of the skip in paragraph numbering between pages 2 and 3.</p> <p>Second: Councilman Everett</p> <p>Action: Motion carried by a majority vote. Councilman Irr voted against.</p> <p>AREA SERVICE HIGHWAY PLANNING STUDIES:</p> <p>A. Status of Contract and Schedule. Robert Vaughan reported the Major Investment Study (MIS) is close to being final; the Design Concept (DCR) report is in draft form, and under reviews by the TAC; and the Environmental Assessment (EA) should be received in draft form in approximately two weeks. A public hearing will be scheduled for the EA.</p> <p>B. Major Investment Study (MIS). Consider inclusion of construction phasing to show ASH Phase 1 at two lanes, with a cost estimate of \$39,410,000. Memo 8/22/97 from Project Manager Herman Basmaciyen included with Agenda.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Robert Vaughan stated he asked the consultant to provide this information with the intent being to reflect in the MIS document a phasing of the ASH to show possible construction of the facility sooner and at a lesser cost. It would require using that portion of the facility that now exists and adding 16 miles of new two lane road. Mr. Vaughan stated it is offered as an alternative only.</p> <p>Gen. Hudson said the state would not consider taking the ASH onto the state system with County 23rd in its current condition. Vice Chairman Lopez agreed, and stated it might imply that no improvement will be made to the portion of the ASH that is most critical and that is County 23rd (US 95 to Avenue B) to move the trucks out of San Luis.</p> <p>Motion: Supervisor Prochaska MADE A MOTION that the YMPO not support including the phasing alternative into the Major Investment Study for the Area Service Highway as discussed in the consultant memorandum dated 8/22/97 and included in the Agenda packet. SECOND: Councilman Irr</p> <p>Action: Motion carried by a unanimous vote.</p>
September 11, 1997	YMPO Technical Advisory Committee	<p>On 8/22/97 the YMPO Director met with U.S. Representative Ed pastore in Tucson regarding the Area service Highway and new port of Entry projects, and reauthorization of ISTEA. Rep. pastore is very familiar with these projects, and offered assistance when necessary.</p> <p>Flat-tailed Horned Lizard Rangewide Management strategy. Final Report available at YMPO.</p> <p>A. Major Investment Study (MIS), Design Concept Report (DCR) and Environmental Assessment (EA). Robert Vaughan stated the YMPO has received some comments on the draft DCR, if there are additional comments they should be submitted as soon as possible.</p> <p>Mr. Vaughan stated of 7/31/97 the consultant reports the contract 86.3% complete. He asked that if the TAC members have any comments about the study to date they should be identified and discussed before the contract closed on December 31, 1997. And, he thanked TAC members for all their assistance with review/comment of draft documents over the past months.</p> <p>B. Ash Revenue Study. Robert Vaughan reported the contract with Apogee Research has been drafted and is being reviewed by the respective attorneys.</p>
October 2, 1997	YMPO Executive Board	<p>PROGRESS REPORT:</p> <p>Chairman Cumming opened the floor for discussion/questions about the Progress Report items.</p> <p>State Transportation Board Meeting in Yuma, November 21, 1997. Supervisor Prochaska reported that the subcommittee is planning a helicopter tour of the ASH and new POE locations for November 20, 1997, followed by a ground tour of a local produce facility, with presentations and an outdoor dinner that evening. On November 21, 1997 the subcommittee is planning a breakfast at the Yuma Golf and County Club at 7:30 a.m. She emphasized the importance of the elected officials participating in these activities.</p>
November 6, 1997	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY PLANNING:</p> <p>A. Major Investment Study (MIS), Design Concept Report (DCR), and Environmental Assessment (EA). Robert Vaughan stated the YMPO has received some comments on the draft DCR, if there are additional comments they should be submitted as soon as possible.</p> <p>Mr. Vaughan stated as of 7/31/97 the consultant reports the contract 86.3% complete. He asked that if the TAC members have any comments about the study to date they should be identified and discussed before the contract</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>closes on December 31, 1997. And, he thanked TAC members for all their assistance with review/comment of draft documents over the past months.</p> <p>B. ASH Revenue Study. Robert Vaughan reported the contract with Apogee Research has been draft and is being reviewed by the respective attorneys.</p>
November 12, 1997	YMPO Executive Board	<p>YMPO CONTRACTS AND STUDIES:</p> <p>A. Area Service Highway Planning Studies: MIS, DCR, and EA: Robert Vaughan stated the target completion date for these studies is December 31, 1997. And, although the consultants are working toward that, it could slip. Mr. Vaughan explained that the MIS and OCR are complete, however, final action cannot occur until the EA is final. The steps to complete the EA are as follows:</p> <ol style="list-style-type: none"> 1. The subconsultant for the EA, Logan Simpson & Dye, report that the EA has been submitted to the State Historical Preservation Office (SHPO), who in turn has sent it to its agencies (35 +) for review, a 30- day process. 2. The Corps of Engineers requested aerial photos with the ASH superimposed. 3. Logan Simpson & Dye will conduct a mitigation meeting with Resource Agencies on 11/24/97 to agree on measures for noise and the Flat-tailed Horned Lizard. <p>Robert Vaughan said when the draft final EA is completed a public hearing will be scheduled.</p> <p>B. Area Service Highway Revenue Study. The consultants, Apogee Research and MegEcon are meeting with area officials and staff about the project.</p>
December 11, 1997	YMPO Technical Advisory Committee	<p>Mr. Johnson said there has been a lot of development since the ASH planning began and the new proposed alignment is not meant to be criticism, and the WORK Group has tried to make modifications to the Roadway Plan to satisfy agencies and citizens who expressed concerns, and it is necessary to get a consensus of agreement for the Roadway Plan.</p> <p>Mr. Girdler stated it is a political decision to make changes to the ASH, and the staff will support any of the alternatives endorsed by the elected officials.</p> <p>John English agreed with the point made about a lot of development and changes occurring since the planning for the ASH began, and he would be willing to re- examine changing/moving the alignment of the ASH if the data/numbers are there to support, and if it would not jeopardize the funding of the ASH. Mr. English complimented Mr. Johnson and Mr. Girdler on the work done by the city's work group to develop a Roadways Plan that would meet the growth and obtain the needed right of way.</p> <p>AREA SERVICE HIGHWAY AND SAN LUIS CIRCULATION STUDIES CONTRACT:</p> <p>Letter 12/1/97 included in the Agenda packet from Mr. Herman Basmacıyan, Project Manager for the consultant Kimley-Horn & Associates. Mr. Vaughan stated the letter requests an extension of the contract from December 31, 1997 to June 30, 1998. As related to the ASH Studies, Mr. Vaughan stated the delay is primarily necessary for completion of the Environmental Assessment. Dave Ford said the San Luis Circulation Study is behind schedule and the city supports an extension. However, data collection will be conducted during this peak season. No additional funds are required for the contract.</p> <p>Motion: Larry Hunt MADE A MOTION to recommend approval of the contract extension to June 30, 1998 as requested by Kimley-Horn and Associates, Inc.</p> <p>Second: John English</p> <p>Action: Motion carried by a unanimous vote.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
December 18, 1997	YMPO Executive Board	<p>AREA SERVICE HIGHWAY AND SAN LUIS CIRCULATION STUDY CONTRACT:</p> <p>Robert Vaughan stated the YMPO received a request from the consultant, Kimley- Horn & Associates (letter 12/1/97) to extend the contract completion date from 12/31/97 to 6/30/98. The letter explains the primary reason <i>for</i> the extension is the Environmental Assessment (EA), that is moving forward but will require additional time.</p> <p>Also, the consultant requests a revised schedule for the San Luis Circulation Study, which has not moved as rapidly because of recent political re-organization in San Luis. Mr. Vaughan stated that no additional funds are being requested, and the TAC recommends approval of the extension.</p> <p>Motion: Mayor Tumbaga made a motion to approve the request from Kimley- Horn & Associates and authorize contract extension to June 30, 1998 for the Area Service Highway and San Luis Circulation Studies Contract.</p> <p>Second: Bill Alfier</p> <p>Action: Motion carried by a unanimous vote</p>
January 14, 1998	YMPO Technical Advisory Committee	<p>MONTHLY PROGRESS REPORT:</p> <p>Identification and Analyses of Funding Alternatives for the Proposed Area Service Highway on behalf of the Yuma Metropolitan Planning Organization December 1997</p> <p>Contractor: Apogee/Hagler Bailly, Inc. Subcontractor: MegEcon Consulting Date prepared: January 14, 1998</p> <p>Period of performance: September 1997-January 31, 1997</p> <p>Prepared by: Karin DeMoors, Apogee Research, Inc.</p> <p>Client contact: Robert A. Vaughan, P.E., Yuma Metropolitan Planning Organization</p> <p>SUMMARY OF ACTIVITIES FOR CURRENT PERIOD:</p> <p>Task A: In December, the Apogee team conducted several of interviews with interested parties in the agriculture sector. The Apogee team developed a list of questions for each pre-arranged interview and followed it with specific information/document requests as needed. In addition to stakeholder interviews, Apogee and MegEcon have been making information requests of various institutions and individuals as needed.</p> <p>Task B: In December, the Apogee team continued to review the draft MIS and DCR for the ASH prepared by Kimley-Horn. In addition to the engineering studies, Apogee continues to review budgetary and financial documents from the City of Yuma, Yuma County, San Luis, and Somerton. Additional official documents are requested as needed.</p> <p>Task C: In December, based on interviews conducted to date and the documents reviewed under Task B, Apogee and MegEcon continued to develop and refine an inclusive list of potential funding methods for the ASH. Apogee and MegEcon also continued to assemble information on the timing, stability, institutional feasibility, revenue potential, and administrative ease of each funding alternative. I,</p> <p>ANTICIPATED ACTIVITIES FOR NEXT REPORTING PERIOD:</p> <p>Task A: With the full round of stakeholder interviews complete, the Apogee team will conduct follow-up interviews and collect needed information from earlier interviews, as needed.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Task B: Apogee and MegEcon will continue to refer to the MIS and DCR for the proposed ASH throughout the study. Apogee anticipates receiving the EA as well as any updates to the MIS and DCR documents, when they become available. Apogee also will continue to review the budgetary and financial documents of the City of Yuma, Yuma County, San Luis, and Somerton. All other data sources and studies relevant to the ASH will be reviewed, including the recently requested Yuma Joint Land Use Plan.</p> <p>Task C: Apogee and MegEcon will continue to assemble information on the timing, stability, institutional feasibility, revenue potential, and administrative ease of each funding alternative. The scope of funding , alternatives evaluated includes public/general sources as well as user/beneficiary sources. The scope of the financing alternatives will include traditional as well as innovative financing approaches. The Apogee team will prepare a briefing on preliminary findings and facilitate an open discussion of options at YMPO Technical Advisory Committee meeting on February 12, 1998. Following this meeting, the team will incorporate comments received from participants and develop draft recommendations and report for presentation to the YMPO Board at an upcoming meeting.</p> <p>Note: Apogee/Hagler Bailly, Inc. has requested an extension to the period of performance on this contract to accommodate the scheduling of meetings.</p>
January 15, 1998	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY REVENUE STUDY CONTRACT WITH APOGEE RESEARCH AND MEGECON:</p> <p>A. Progress Report for November 1997. Robert Vaughan said the consultants will attend the T AC meeting on February 12, 1998 and present information on the study.</p> <p>Joyce Wilson said she had a conversation with a Mr. Bill Ferguson of the Ferguson Group, who had attended a recent seminar where he had a detailed conversation with Sharon Megdal and Tamar Henkin (of MegEcon and Apogee Research, respectively), and Suzanne Sale. Mr. Ferguson stated there was a positive attitude about the projects and many ideas as to how to move the project forward.</p> <p>B. Request for Contract Extension 90 Days to April 30, 1998. A letter dated 1/14/98 from the Consultant was distributed to the TAC members.</p> <p>Motion: Joyce Wilson MADE A MOTION to recommend approval of the contract extension to April 30, 1998 as requested.</p> <p>Second: Jess Jarvis</p> <p>Action: Motion carried by a unanimous vote.</p> <p>AREA SERVICE HIGHWAY AND SAN LUIS CIRCULATION STUDY CONTRACT WITH KIMLEY-HORN & ASSOCIATES:</p> <p>A. Environmental Assessment (EA) -Meeting with Cocopah Tribal Representatives 12/13/97. Draft minutes of the meeting were provided with the Agenda information.</p> <p>TAC members discussed the efforts to involve the Indian Tribes in the region's transportation planning and agreed that future Requests for Proposals should be provided to the Tribes for their response/submittal as appropriate, and the consultants should be encouraged to make contact with the Tribes and utilize available resources, as appropriate.</p> <p>B. Status Reports on the ASH Studies and San Luis Circulation Study. Robert Vaughan advised the consultant for the ASH MIS/ENDOCR studies is very close to getting the documents into final form. Also, the draft EA will be circulated for review by the local agencies and resource agencies, after the completion of reviews by the State Historical Preservation Office (SHPO).</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Regarding the San Luis Circulation Study, Robert Vaughan reported a meeting of the project's Technical Advisory Committee was held on January 8, 1998. There was a good attendance and discussion about the circulation patterns with the consultant Herman Basmaciyen. Mr. Basmaciyen also presented a draft Technical Memorandum.</p> <p>Dave Ford said a public meeting on the Circulation Study is being scheduled with the San Luis City Council. And, that the study is timely as the new council members are interested in and considering the traffic circulation. Bill Alfier suggested some education be provided to the City Council, specifically regarding traffic signals.</p>
January 28, 1998	YMPO Executive Board	<p>AREA SERVICE HIGHWAY REVENUE STUDY CONTRACT WITH APOGEE I RESEARCH AND MEGECON:</p> <p>A. Progress Report for November 1997. Robert Vaughan referred to the written report included in the Agenda packet and stated the project is moving forward and the consultants will be in Yuma on February 12, 1998 to make a presentation to the YMPO Technical Advisory Committee. Note: Executive Board members Councilman Irr , Supervisor Cuming, and Gen. John Hudson will also be present at the T AC meeting on 2/12/98.</p> <p>B. Request for Contract Extension 90 Days to April 30, 1998. Robert Vaughan explained that delays to the project have been due to timing/scheduling of meetings/discussions with key area stakeholders and YMPO Board & TAC meetings. The consultant will require additional time to work with the TAC and Board to reach a consensus on the preferred funding package.</p> <p>Motion: Vice Mayor Reyes made a motion to approve the request for contract extension with Apogee Research & MegEcon to April 30, 1998.</p> <p>Second: Supervisor Cuming</p> <p>Action: Motion carried by a unanimous vote.</p>
February 26, 1998	YMPO Executive Board	<p>INDUSTRIAL PARK PLANNING IN SAN LUIS, RIO COLORADO:</p> <p>Robert Vaughan introduced J Mr. Luis Acle, President of Occidental Utilities, and stated he met with Mr. Acle approximately three weeks prior and discussed current development underway in relation to the Matthews Industrial Area in San Luis Rio Colorado and the proposed Port of Entry and Area Service Highway. Mr. Acle requested a meeting with the YMPO Board as stated in the letter dated February 5, 1998 included in the agenda packet.</p> <p>Mr. Luis Acle- President of Occidental Utilities, stated there is positive news regarding efforts to develop the area near the proposed port of entry in San Luis Rio Colorado. He explained that changes in Mexican laws encourage private investment, and now the private sector can provide for its own power needs.</p> <p>Mr. Acle stated the Industrial Park is looking to develop its own resources and is ready to proceed with construction of a power facility in six months. The facility will need fuel (natural gas) and he is working with El Paso Natural Gas.</p> <p>Mr. Acle explained that for prospective industrial users in the Matthews development a rail link will be necessary, and although there is a lot of enthusiasm there needs to be someone willing to "put it on the table" and endorse a project that has as a main purpose to build infrastructure of power, steam, gas and rail link.</p> <p>Mr. Acle described several of the possible occupants and businesses (prospective users) interested in the Matthews Industrial Park area, but there needs to be a means identified to obtain raw materials.</p> <p>Mr. Acle asked the Executive Board to consider ways it could support or endorse such a plan to get things moving. He added his company is willing to complement/augment the current studies that have been completed or are underway.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Supervisor Prochaska asked if the potential exit ramps exist off the Union Pacific rail line? Mr. Acle responded he thought they were and that they are directly aligned with the ASH corridor. However, further contact with Union Pacific would be required.</p> <p>Chairman Irr asked Mr. Acle if he had agreements with the other power companies in this area, and if those agreements would conform with U.S. environmental issues? Mr. Acle responded yes, the agreements would pass international and U.S. standards.</p> <p>Chairman Irr asked Mr. Acle for a time line of the planned projects? Mr. Acle stated construction of the power facility is predicated on the gas line within one year.</p> <p>Mr. Acle also offered that his company could assist with the necessary penn it process for a new port of entry.</p> <p>Councilman Everett asked Mr. Acle to describe Occidental Utilities. Mr. Acle stated his company is a developer of infrastructure projects, specifically hydro and geological power.</p> <p>Mr. Acle asked the Executive Board for consideration to contact appropriate federal agencies and state the YMPO considers this project beneficial and worthwhile. Chairman Irr stated the request would be placed on the next meeting of the Board on March 26, 1998.</p> <p>Supervisor Prochaska suggested that Occidental Utilities provide the YMPO with additional information on the amount of right of way that will be needed for the gas and rail lines. She further cautioned the Board members that it should make sure this effort would not delay current process for the ASH.</p> <p>Tom Manfredi stated that if the right of way for the ASH were increased it may impact current agreements with the Air Force and MCAS. He cited the example of the 1000 yard firing line for the MCAS Rifle Range.</p> <p><i>NOTE: Since the Board meeting the Director has had continued dialogue with Mr. Acle, and stated a study would be necessary to determine answers to the above questions, and others. Mr. Acle agreed and is discussing a Scope of Work, costs, and timing with Ivfr. Herman Basmaciyar, Kimley-Horn & Associates.</i></p> <p>ROUTE TRANSFERS/TURNBACKS:</p> <p>Chairman Irr explained to the Board members he had asked Gen. Hudson to speak briefly on the issue of route turnbacks and how they could affect the Area Service Highway financing.</p> <p>Gen. Hudson suggested to the Board that it is time to begin talking about the possible tumbback of routes from the state system to the local jurisdictions. He said it is important to use the "coordination and cooperation" process that exists under the YMPO.</p> <p>Gen. Hudson said it was his opinion that the State Transportation Board will not agree to two state highways that cross the border and intersect with Interstate 8 in the Yuma area. He suggested that if it is desired that the ASH become a state highway the local jurisdictions could consider the tumbback of U.S. 95. Gen. Hudson further suggested that because the tumbback of US 95 would affect four separate jurisdictions, it was likely that ADOT would prefer to negotiate through the YMPO rather than with four agencies simultaneously. He urged the Board members to start discussions as soon as possible, and that Apogee Research and MegEcon are looking at tumbbacks as part of the communities' share for the financing of the ASH construction.</p> <p>Supervisor Prochaska asked if it was possible that the state funds could be used to build the ASH and then it would become a county road? Gen. Hudson stated that might be possible, but the State Infrastructure Bank (Sm) restricts the funds to "use only on state roads." Joyce Wilson stated there may be sources of federal funds that could be used, but as a matter of policy are only used on state roads.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
February 12, 1998	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY REVENUE STUDY CONTRACT WITH APOGEE RESEARCH AND MEGECON:</p> <p>A. Progress Report for November 1997. Robert Vaughan said the consultants will attend the TAC meeting on February 12, 1998 and present information on the study.</p> <p>Joyce Wilson said she had a conversation with a Mr. Bill Ferguson of the Ferguson Group, who had attended a recent seminar where he had a detailed conversation with Sharon Megdal and Tamar Henkin (of MegEcon and Apogee Research, respectively), and Suzanne Sale. Mr. Ferguson stated there was a positive attitude about the projects and many ideas as to how to move the project forward.</p> <p>B. Request for Contract Extension 90 Days to April 30, 1998. A letter dated 1/14/98 from the Consultant was distributed to the TAC members.</p> <p>Motion: Joyce Wilson MADE A MOTION to recommend approval of the contract extension to April 30, 1998 as requested. SECOND: jess Jarvis</p> <p>Action: MOTION CARRIED by a unanimous vote.</p> <p>AREA SERVICE HIGHWAY AND SAN LUIS CIRCULATION STUDY CONTRACT WITH KIMLEY-HORN & ASSOCIATES:</p> <p>A. Environmental Assessment (EA) -Meeting with Cocopah Tribal Representatives 12/13/97. Draft minutes of the meeting were provided with the Agenda information.</p> <p>TAC members discussed the efforts to involve the Indian Tribes in the region's transportation planning and agreed that future Requests for Proposals should be provided to the Tribes for their response/submittal as appropriate, and the consultants should be encouraged to make contact with the Tribes and utilize available resources, as appropriate.</p> <p>B. Status Reports on the ASH Studies and San Luis Circulation Study. Robert Vaughan advised the consultant for the ASH MIS/ENDCR studies is very close to getting the documents into final form. Also, the draft EA will be circulated for review by the local agencies and resource agencies, after the completion of reviews by the State Historical Preservation Office (SHPO).</p> <p>Regarding the San Luis Circulation Study, Robert Vaughan reported a meeting " of the project's Technical Advisory Committee was held on January 8, 1998. There was a good attendance and discussion about the circulation patterns, with the consultant Herman Basmaciyen. Mr. Basmaciyen also presented a ..draft Technical Memorandum.</p> <p>Dave Ford said a public meeting on the Circulation Study is being scheduled with the San Luis City Council. And, that the study is timely as the new council members are interested in and considering the traffic circulation. Bill Alfier suggested some education be provided to the City Council, specifically regarding traffic signals.</p>
March 12, 1998	YMPO Technical Advisory Committee	<p>CONTRACT WITH KIMLEY-HORN & ASSOCIATES:</p> <p>A. Area Service Highway Studies – MIS/DCR/EA. Herman Basmaciyen, Project Manager, Kimley-Horn & Associates, explained the Environmental Assessment (EA) is under review at ADOT. Initial comments appear to be minor, and review should be complete within two weeks. The draft EA is expected to be submitted to FHW A for review in early April. Mr. Basmaciyen stated he is unsure at this time if the draft EA can be distributed to the local agencies at the same time.</p> <p>Mr. Basmaciyen stated the Major Investment Study (MIS) will be submitted in final form shortly. The Design Concept Report (DCR) is final and has been submitted to the YMPO.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Louis Mazei of the Quechan Indian Tribe asked Mr. Basmaciyen if the EA was provided to the Indian Tribes for review. Mr. Basmaciyen responded the State Historical Preservation Office (SHPO) review included distribution to all concerned agencies, including the Indian Tribes. The 30-day response period has concluded, and comments were received from the Cocopah Indian Tribe. (Note: The YMPO provided a copy of the Distribution List to Mr. Mazei which indicates the EA was provided to the Quechan Indian Tribal Chairman, Mr. Mike Jackson).</p> <p>B. San Luis Circulation Study. Mr. Basmaciyen presented an overview of the study's scope and issues the City of San Luis wanted addressed. He explained the study schedule delayed due to being "on hold" until peak season data could be obtained. The study was re-activated in December-January. On April 8, 1998 a presentation will be made to the San Luis City Council, which will constitute the public meeting. The project technical advisory committee will meet this date and finalize Technical Memorandums No.2 and No.3.</p> <p>Mr. Basmaciyen reviewed with TAC members the vehicle routes and downtown circulation issues, traffic forecasts for additional proposed development, and proposed street system improvements" and alternatives for commercial vehicle routes.</p> <p>OTHER BUSINESS:</p> <p>Request from Private Interest for YMPO Endorsement of Multiule Use of ASH Corridor. Robert Vaughan referred to the memo 3/6/98 included with the agenda and stated there should be some kind of initial study to answer questions before support is offered.</p> <p>Bob Wagner stated the proposal is worth pursuing and the involvement of such companies as Union Pacific Railroad and El Paso Natural Gas would be beneficial to the Area Service Highway and Port of Entry projects.</p> <p>Herman Basmaciyen stated that Occidental is proposing another rail company, but with coordination with Union Pacific. He added that a smaller rail company would require less right of way for the rail line.</p> <p>Robert Vaughan stated a joint public-private project of this type might be of interest to Congress as an ISTEA "demo" project.</p> <p>Motion: Larry Hunt Made a Motion to recommend to Executive Board to allow continued coordination with Occidental Utilities for a feasibility study, at their cost, and that they recognize potential benefits to the ASH and encourage private participation with a feasibility study for multi-use of the ASH corridor.</p> <p>Second: Bob Wagner</p> <p>Action: Motion carried by a unanimous vote.</p>
March 26, 1998	YMPO Executive Board	<p>Chairman Irr stated the city's lobbyists in Washington D.C. (working with Congressman Ed Pastor) have been successful in getting one million dollars for the Area Service Highway included into the House of Representatives draft version of the new federal transportation legislation.</p> <p>AREA SERVICE HIGHWAY REVENUE STUDY:</p> <p>A. Presentation of Draft Study Report. Copies of the draft report were provided to the Executive Board with the Agenda packets. Robert Vaughan introduced the Project Manager for the consultant Apogee Research, Ms. Tamar Henkin.</p> <p>Summary highlights of Ms. Henkin's presentation included the following:</p> <p>Overview of the study process used over the past five months.</p> <ul style="list-style-type: none"> ▪ Funding Sources

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<ul style="list-style-type: none"> ▪ Financing Approaches ▪ Alternative Strategies ▪ Strategy Comparisons ▪ Conclusions ▪ Near Term Recommendations <p>Ms. Henkin stated the consultants put a lot of work into the option that includes turn backs of state routes. (<i>Turnback</i> is a term used for returning a state highway back to the local jurisdiction, in exchange for future cost savings to ADOT for that highway). She asked for comments from the Board members prior to preparation of the final report.</p> <p>Councilwoman Renault asked how the private sector could participate in the funding of the ASH? Ms. Henkin stated one way could be through use of right of way.</p> <p>Supervisor Prochaska asked if the cost of providing law enforcement on u.S. 95 versus the ASH be a value to the state? Sharon Megdal responded that ADOT looks at their savings and this would be a good question to ask in the discussions/negotiations with the state. Ms. Megdal also stated that the issue of which portions of the state routes would be on the table for turnback discussions would be up to the local jurisdictions to identify.</p> <p>B. YMPO Coordination of Discussions re Turnback Issues. Chairman Irr stated he would entertain a motion to authorize YMPO staff to initiate discussions/negotiations with local affected jurisdictions. There was none. No further discussions</p>
April 3, 1998	YMPO Technical Advisory Committee	<p>PROPOSED NEW COMMERCIAL PORT OF ENTRY PLANNING:</p> <p>A. Project Overview. Joyce Wilson stated she had requested this special meeting of the TAC to allow for further discussion regarding the Barton-Aschman draft report and to provide information on the project status prior to the special meeting of the YMPO Executive Board on April 7, 1998.</p> <p>Ms. Wilson provided background on the city of Yuma's efforts regarding the port project beginning with the contract with Grimble & Associates (G&A) approximately three years ago. She said a key task for G&A was transportation architecture for the region; specifically, a new port of entry, funding for the Area Service Highway (ASH), and multi-modal transportation (rail connectivity). Some of the work was coordinated through the YMPO and brought to its Executive Board, as necessary.</p> <p>B. Progress Update. Ms. Wilson stated that progress and successes included: (1) established good relations with San Diego Association of Governments (SANDAG) regarding rail connectivity for eastern railway; (2) instrumental in getting \$200,000 grant from Arizona Border Infrastructure Funds for ASH; and (3) resurrected the port of entry project and promoted same with the Bi-National Bridges and Border Crossings Committee and assisted with achieving consensus for current site through the YMPO. Also, G&A administered the port feasibility study in Mexico with its sub consultant CIAD, funded by the YMPO, and supported statewide in Arizona and Mexico.</p>
April 16, 1998	YMPO Technical Advisory Committee	<p>RESOLUION NO. 68 AFFIRMING SUPPORT FOR DEVELOPMENT OF THE YUMA AREA SERVICE HIGHWAY AND A NEW COMMERCIAL PORT OF ENTRY ON THE U.S. AND MEXICO BORDER:</p> <p>Joyce Wilson asked why this resolution was drafted as the YMPO Chairman Frank Irr had opposed and felt this was unnecessary? Robert Vaughan responded the draft resolution reaffirms the YMPO position and direction on priority transportation projects. Ms. Wilson said there has not been a change of direction, and the Statement of Support adopted/reaffirmed on September 30, 1994 should be sufficient to provide that direction, and it is inappropriate to put the current elected officials in this position.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>John English asked if this resolution was requested by the Executive Board? Mr. Vaughan stated indirectly, through discussion at the Special Board Meeting on April 7, 1998. Joyce Wilson said the chairman of the YMPO Board is opposed to bringing this resolution forward, as it places the work being done on the annexation in a difficult position. Dave Ford agreed, stating there are efforts underway to work some things out regarding annexation.</p> <p>Mr. English said the resolution is "technically" correct, but this is a "political" decision, and if not directed by the Board, it should not be considered by the T AC. Bob Wagner agreed and said the Board can consider the resolution without recommendation from the TAC.</p> <p>Jess Jarvis stated his direction from ADOT officials was to support the resolution.</p> <p>Motion: Bob Wagner MADE A MOTION to table the draft Resolution No. 68 indefinitely.</p> <p>Second: Dave Ford</p> <p>Action: Motion carried by a unanimous vote.</p>
May 14, 1998	YMPO Technical Advisory Committee	<p>PROGRESS REPORT:</p> <p>ASH Studies Contract with Kimley-Horn & Associates. The DCR is complete; the final MIS is (awaiting one historical review, which is expected this month; and the EA is waiting sign off from SHPO.</p> <p>AREA SURFACE HIGHWAY (ASH) REVENUE STUDY CONTRACT WITH APOGEE RESEARCH/MEGECON:</p> <p>Robert Vaughan stated the draft Study has been provided to the TAC and Executive Board, and verbal presentations from the consultants have been heard by both groups. To date, no significant comments have been received and action is necessary to recommend authorization for the consultant to prepare the final Study document and close out the contract.</p> <p>Motion: Bob Wagner MADE AMOTION to recommend that the YMPO authorize the consultants Apogee Research and MegEcon to prepare the final Study document, and that the contract be closed with final payment issued by the YMPO.</p> <p>Second: Gary Rinehart</p> <p>Action: Motion carried by a unanimous vote.</p> <p>Motion: Joyce Wilson MADE A MOTION to recommend to the Executive Board formation of a committee to explore the funding alternatives identified in the study.</p> <p>Second: Dave Ford</p> <p>Action: Motion carried by a unanimous vote.</p>
May 12, 1998	YMPO Technical Advisory Committee	<p>Chairman Patterson read excerpts from a position paper adopted by the Yuma County Board of Supervisors regarding county participation in the current issues of the Area Service Highway and the Port of Entry. He stated the county staff must respect that position.</p> <p>TAC members agreed to schedule the next TAC meeting for Thursday, April 2, 1998. <i>(Note: Due to scheduling conflicts the meeting was rescheduled for Friday, April 3, 1998 at 8: 30 a.m.)</i></p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>CONTRACT WITH KIMLEY-HORN & ASSOCIATES:</p> <p>A. Area Service Highway Studies -MIS/DCR/EA. Heffilan Basmaciyen, Project Manager, Kimley-Horn & Associates, explained the Environmental Assessment (EA) is under review at ADOT. Initial comments appear to be minor, and review should be complete within two weeks. The draft EA is expected to be submitted to FHW A for review in early April. Mr. Basmaciyen stated he is unsure at this time if the draft EA can be distributed to the local agencies at the same time.</p> <p>Mr. Basmaciyen stated the Major Investment Study (MIS) will be submitted in final format shortly. The Design Concept Report (DCR) is final and has been submitted to the YMPO.</p> <p>Louis Mazei of the Quechan Indian Tribe asked Mr. Basmaciyen if the EA was provided to the Indian Tribes for review. Mr. Basmaciyen responded the State</p> <p>Historical Preservation Office (SHPO) review included distribution to all concerned agencies, including the Indian Tribes. The 30-day response period has concluded, and comments were received from the Cocopah Indian Tribe. (Note: The YMPO provided a copy of the Distribution List to Mr. Mazei which indicates the EA was provided to the Quechan Indian Tribal Chairman, Mr. Mike Jackson).</p> <p>B. San Luis Circulation Stud-. Mr. Basmaciyen presented an overview of the study's scope and issues the City of San Luis wanted addressed. He explained the study schedule delayed due to being "on hold" until peak season data could be obtained. The study was re-activated in December-January. On April 8, 1998 a presentation will be made to the San Luis City Council, which will constitute the public meeting. The project technical advisory committee will meet this date and finalize Technical Memorandums No.2 and No.3.</p> <p>Mr. Basmaciyen reviewed with T AC members the vehicle routes and downtown circulation issues. traffic forecasts for additional proposed development, and proposed street system improvements" and alternatives for commercial vehicle routes.</p> <p>OTHER BUSINESS:</p> <p>Request from Private Interest for YMPO Endorsement of Multiple Use of ASH Corridor. Robert Vaughan referred to the memo 3/6/98 included with the agenda and stated there should be some kind of initial study to answer questions before support is offered.</p> <p>Bob Wagner stated the proposal is worth pursuing and the involvement of such companies as Union Pacific Railroad and El Paso Natural Gas would be beneficial to the Area Service Highway and Port of Entry projects.</p> <p>Herman Basmaciyen stated that Occidental is proposing another rail company, but with coordination with Union Pacific. He added that a smaller rail company would require less right of way for the rail line.</p> <p>Robert Vaughan stated a joint public-private project of this type might be of interest to Congress as an ISTE A "demo" project.</p> <p>Motion: Larry Hunt made a motion to recommend to Executive Board to allow continued coordination with Occidental Utilities for a feasibility study, at their cost, and that they recognize potential benefits to the ASH and encourage private participation with a feasibility study for multi-use of the ASH corridor.</p> <p>Second: Bob Wagner</p> <p>Action: Motion carried by a unanimous vote.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
May 28, 1998	YMPO Executive Board	<p>AREA SERVICE HIGHWAY STUDY CONTRACT WITH APOGEE RESEARCH (<i>Now known as Hagler-Bailly</i>);</p> <p>Robert Vaughan said the draft Funding Study has been reviewed by the TAC and the Executive Board and verbal presentations have been made to both groups by the consultants. He asked the Board for action to authorize the consultant to prepare the final report document, and authorization to release final payment on the contract.</p> <p>Executive Board members discussed the need to maintain association with the consultants as resources for data/information they used in the preparation of the study. Chairman Irr directed staff to explore the option to use the consultants as a resource in the development of a Funding Plan for the ASH. (Note: Consultant stated (1) the final report will contain all information collected, other than some conversations, some of which was given as confidential; (2) They are available for further work, as desired by the Executive Board; and (3) Ms. Tamar Henkin will provide a list of staff hourly rates for preparing future cost estimates.)</p> <p>Motion: Supervisor Cuming made a motion to accept the TAC recommendation and authorize the consultants to prepare the final Funding Study for the Area Service Highway, and further authorize the YMPO to close the current contract and release final payment.</p> <p>Second: Mayor Nussbaumer</p> <p>Action: Motion carried by a unanimous vote.</p> <p>FORMATION OF A YMPO AD HOC PUBUGPRIVATE PARTNERSHIP COMMITTEE TO PREPARE A "FUNDING PLAN" FOR THE AREA SERVICE HIGHWAY (ASH):</p> <p>Motion: Supervisor Prochaska made a motion to authorize the YMPO to utilize the existing Ad Hoc Transportation Steering Committee for the ASH, with Gary Magrino as chairman, to develop a recommended Funding Plan for the ASH. Further, expand the Committee's membership to include representatives of the cities of San Luis and Somerton, the Cocopah Indian Tribe, and the Greater Yuma Economic Development Corporation.</p> <p>Second: Supervisor Cuming</p> <p>Action: Motion carried by a unanimous vote.</p>
June 18, 1998	YMPO Technical Advisory Committee	<p>PURPOSE OF MEETING: Robert Vaughan referred to the memorandum dated 6/15/98 and stated the TAC is one of two subcommittees formed as a result of the YMPO Ad Hoc Transportation Committee meeting on 6/9/98. He advised the Private Subcommittee to investigate bonding as a funding tool for the ASH met on 6/16/98.</p> <p>The purpose of this special TAC meeting is to use the Apogee Research Report "Yuma Area Service Highway Funding Study" to assist preparation of a Funding Plan for the ASH. A copy of the final Study was distributed to TAC members. (Note: Section "Revenue Potential" on page 21 for Turnback Revenue Estimation.)</p> <p>Robert Vaughan urged the TAC members to also look at all revenue options, including Federal, State (with turn backs), Local, and Private sources. Bob Wagner stated he attended the meeting on 6/9/98 and understood that the Committee wanted to TAC to specifically look at the turn back option and determine values and work through the agencies and ADOT and bring back numbers to the Ad Hoc Committee by 7/15/98. Mr. Wagner added that given this short time frame it would dilute the effort to also look at other options. He suggested the TAC begin immediately to prepare actual costs for maintenance and operation of turn back routes and their value toward funding of the ASH.</p> <p>Joyce Wilson stated it has been stated the funding plan for the ASH should account for at minimum of 40% of the total construction cost, or \$28 million. She said Bob Stull, Finance Director for the City of Yuma, is chairman of the Bonding Subcommittee is researching the county's authority for a road tax.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Joyce Wilson presented three scenarios/options for local funding participation:</p> <ol style="list-style-type: none"> 1. U.S. 95: Border to Interstate 8 -Turn back to local jurisdictions. 2. ASH: State construct and then turn back to local jurisdictions. 3. No physical turn back of state routes, but local agencies agree to pay operation and maintenance costs for one of the above routes. <p>Mark Ryan stated the City of Somerton had concerns about accepting a turn back of their portion of U.S. 95 based on (1) significant cost to Somerton to assume maintenance and operation; (2) perceived that removal of truck traffic and parking on U.S. 95 due to the widening will have a negative economical impact on the City of Somerton.</p> <p>Dave Ford stated that the City of San Luis is concerned with the costs involved in assuming responsibility for their portion of U.S. 95 and the impact of directing traffic onto the ASH and away from downtown San Luis.</p> <p>Joyce Wilson asked if the City and County of Yuma were to assist the smaller communities with the costs of the operation and maintenance would it mitigate the concerns for costs in these communities? Mr. Ford stated it could.</p> <p>R. T. E by stated the Cocopah Tribe had not expressed any definite response to the issue of turn back, but he believed the Tribe would also be concerned with the costs of accepting the portion of U.S. 95 through the Reservation. He added there is a perception -whether real or not -that the current level of traffic in that area would decrease and impact the Tribe economically.</p> <p>Roger Patterson stated the county could declare the sections of u.s. 95 through Somerton and the Reservation as county roads and assume maintenance.</p> <p>Joyce Wilson stated that for the past few years and up to now the project for the Area Service Highway has been moving forward based on the understanding that everyone agreed on the regional benefit of the ASH. Robert Vaughan added that, based on the \$752,000 having been spent on planning for the ASH, it is too late to begin talking about if we are behind the ASH or not. Ms. Wilson said the area's integrity at the federal and state levels would be jeopardized.</p> <p>Bill Alfier stated it is not reasonable to continue to let the heavy trucks keep moving through the City of Somerton. The citizens of Somerton have stated they want it safe for their children. Mark Ryan stated he does not dispute that, and he clarified that (1) the City of Somerton supports the benefit of the ASH for the region, but (2) the city does not want to incur any financial burden because of the ASH.</p> <p>Joyce Wilson again suggested that the Funding Plan could be developed to include that the City and County of Yuma jointly provide funds to offset the financial impact on the cities of San Luis and Somerton, and the Cocopah Tribe. John English stated the route could be declared a regional road and the city and county share the operation and maintenance costs.</p> <p>TAC members discussed other routes to be considered also for turn back. Joyce Wilson stated that some of those routes are currently committed for turn back for other projects. She asked Bill Alfier to identify others that might have some turn back value for the ASH.</p> <p>Bob Wagner suggested the T AC members determine the cost to their respective agencies to assume the operation and maintenance for their respective portions of U.S. 95. TAC members agreed a 20-year projection would be required.</p> <p>John English stated the county currently has three options it could support for the ASH: (1) the road tax -through property taxes; (2) HURF -would require election; and (3) street and highway improvement bonds -also require an election.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	TAC members discussed the countywide half-cent sales tax option. Joyce Wilson said that, because the city already has a half-cent sales tax in place for street improvements, this option would need to retain present funding to the city. Ms. Wilson added if the ASH is not put into the State's Five Year Construction Program, then the agencies may want to consider going to the voters to fund the ASH with local funding.
June 25, 1998	YMPO Technical Advisory Committee	<p>AREA SERVICE HIGHWAY FUNDING PLAN:</p> <p>Chairman Patterson said this special meeting is a follow up to the special meeting of 6/18/98 to meet with Mr. Arnold Burnham regarding values for possible turn back of state routes.</p> <p>John English distributed to the TAC members present a NUS 95 20-Year Life Cycle Analysis."</p> <p>Arnold Burnham said he did not have the maintenance costs available for U.S. 95, as improved, or for the proposed Area Service Highway. He explained that it will take some additional time to put those numbers together. Mr. Burnham said he will try to have some estimates by the next regular meeting of the TAC (7/2/98), but firm numbers would be sometime in the future.</p> <p>Mr. Burnham addressed the three alternatives presented to him from the special TAC meeting on 6/18/98:</p> <ol style="list-style-type: none"> 1. Turn back of U.S. 95: Co. 23rd to Araby -After construction of ASH to state standards. Mr. Burnham said estimating the value of U.S. 95 turn back is more difficult because of the money now being spent to upgrade the route. He added that this alternative appears to be the most feasible. 2. State build ASH and then turn back to the local jurisdiction -ADOT will not do this. 3. No turn backs, but local agreements for operation and maintenance of U.S. 95 -Mr. Burnham said there are some local agreements, but ADOT would have to consider this after ASH is constructed. <p>Bill Alfier added there should be caution for this alternative as it would have an impact on the amount of maintenance dollars received by the Yuma District.</p> <p>Dave Ford spoke on behalf of San Luis and Somerton stating they could support turn back of U.S. 95 based on the suggestion made at the TAC meeting 6/18/98 for the City and County of Yuma to assume operation and maintenance costs for the sections in these small communities. R. T. Eby said the Cocopah Indian could also support this with San Luis & Somerton.</p> <p>TAC members discussed other possible routes for turn back negotiation.</p> <p>Motion: Joyce Wilson made a motion to recommend commitment of Turn back of the following routes contingent upon costs/values assigned by ADOT:</p> <ol style="list-style-type: none"> 1. U.S. 95: Co. 23rd Street to Araby Road 2. Gila Ridge Road South of 1-8: Avenue 4E to 7E 3. North Frontage Road off 1-8: Avenue 3E to 4 Y2E 4. Old US 80 at Dateland, Approx. 11 miles <p>Second: Larry Hunt</p> <p>Action: Motion carried by a unanimous vote.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
August 13, 1998	YMPO Technical Advisory Committee	<p>ASH FUNDING PLAN:</p> <p>Bill Alfier from ADOT discussed the turnback issue and handed out a table and map showing sections of state highways with turnback values, totaling 14.1 million. The values presented were based on a five-year maintenance free requirement. Mr. Alfier described the current conditions of each highway section and estimated by costs. R. T. E. commented that the official position of the Cocopah Tribe is that they would take back their section of Hwy 95. Roger Patterson questioned whether the Tribe would have the resources to care for that segment. Mr. Alfier stated they were concerned with the right-of-ways. It was pointed out that ADOT has free and clear title to those ROWs. The reservation granted it because the road was there first. Joyce Wilson asked if the 4th Ave. & 16th St. intersection was included. Bill Alfier said yes. Ms. Wilson said the City would not want to include this intersection as it was planned for other project improvement negotiations. She said the City would be willing to make adjustments in the turnback contributions, but wouldn't sacrifice that intersection.</p> <p>Joyce Wilson asked about an IGA for the turnbacks. Robert Vaughan explained that YMPO is drafting two documents: Resolution for each agency, and an IGA. Joyce Wilson commented that the formula for the turn backs was discussed at the Transportation Subcommittee meeting the previous week, using a ten million-dollar figure, but that it could easily be adjusted to 14 or 15 million. Joyce Wilson said she would have Bob (Stull) change the formula to reflect a \$5 million dollar increase to \$15 million, so that each entity could see what their contribution would be. Ms. Wilson will have Bob Stull report these new figures to Robert Vaughan so the values can be available for the</p> <p>Board and included in the next agenda. Robert Vaughan said the Executive Board will need to approve the adjusted formula and turnbacks. Bob Wagner commented that he would like to have further discussion with ADOT on the value of the turnbacks and asked if there was any room for negotiation, but Bill Alfier said he didn't think so. Mr. Wagner noted there may be intangible things involved, such as liability issues. He expressed concerns about the costs to the entities and sources of funding.</p> <p>Prior to now, the Feds didn't have to take action because the port wouldn't happen until after the ASH. Mr. Scales explained the concept of treating the Port of Entry and the Area Service Highway as separate projects, not two parts of the same one. With the Port a separate issue, it could be secured in a shorter amount of time, it would be less expensive and would help justify the ASH.</p> <p>Robert Vaughan commented that although the report links the two, mentioning the ASH, it doesn't talk about having it (ASH) before the POE. Mr. Vaughan referenced improvements of existing highways which could service the POE. Dave Ford expressed concern about the amount of truck traffic on these routes. Mr. Vaughan stated that the routes will not change, only the location of the crossing. Ms. Wilson noted that it was never the intent that the ASH be first, that scheduling and logic show that they can work simultaneously. Mr. Vaughan was concerned about the funding process. He suggested assurance that the two projects are not perceived as being too separate. (i.e. if U.S. 95 provides access, someone may question need for the ASH). Consensus was expressed that the ASH will be enhanced by the POE.</p> <p>Joyce Wilson recommended that YMPO be the coordinating agency for the project sponsor. Bob Scales asked for further discussion of the blanks in the report and noted other changes. Ms. Wilson pointed out that in item 1.4, "YMPO" should be replaced by "GYPA", (Greater Yuma Port Authority) which is in the process of being formed. R. T.</p> <p>Eby of the Cocopah Tribe voiced some hesitation concerning this change, because the Tribe is not part of YMPO, but they are going to be part of the GYPA. Joyce Wilson proposed that the Cocopahs could be added along with YMPO and the Municipality of San Luis Rio Colorado.</p> <p>There was further discussion about the costs to improve the existing port to improve the car/pedestrian flow. There is some potential for Federal monies. New TEA-21 may have money for access to ports. Roger Patterson said some improvements could be made to 23rd St. and Ave. E with local allocations of Federal aid funds. Bob Scales clarified some points on the ASH map, regarding 23, which may end up as a frontage road.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Technical Advisory Committee (continued)	<p>Motion: Joyce Wilson made a motion to have the report sponsored by YMPO, the Cocopah Tribe and the Municipality of San Luis Rio Colorado and incorporating other changes as discussed.</p> <p>Second: Bob Wagner</p> <p>Action: Motion carried by a unanimous vote, with ADOT abstaining</p>
August 27, 1998	YMPO Executive Board	<p>YMPO SUPPORT OF AREA SERVICE HIGHWAY AND NEW COMMERCIAL PORT OF ENTRY:</p> <p>Frank Irr discussed his letter to the Executive Board, emphasizing the importance of staying focused on the ASH and the Port. Joe Harper asked if the letter is seeking Board support of these two projects or is it asking for support of the City's position regarding annexation and other issues between the Cities of Yuma and San Luis. Mr. Irr said no, that its intent was to urge unity and commitment by all the YMPO entities for these two specific projects.</p> <p>Casey Prochaska commented that San Luis' letter (to Senator John McCain) did bring up the question about what the other entities thought. According to the letter, San Luis and Somerton are in favor of deeding the port land to all six entities, who would in turn lease it to Arizona International Development Authority (AIDA), which would allow the funding, development and operational powers of AIDA to be used. Mrs. Prochaska explained Gary Magrino's position that the land could be deeded directly to AIDA, and then transferred to the Port Authority when it was formed.</p> <p>Mrs. Prochaska asked which entity had contacted the Senator. Frank Irr thought it was probably the City of Yuma, through the Ferguson Group. He noted that the City supports the land transfer going through AIDA. Apparently, the other entities had not received a copy of the letter to the Senator and were confused when the Senator's office contacted them. Mrs. Prochaska emphasized that all entities should be informed of each step in the process. Lucy Shipp said the County's response to the Senator's letter was in favor of placing the land with AIDA, but only until Port Authority was able to take title. Ms. Shipp asked Joe Harper and Sal Troccoli if their respective entities would support the proposal to place the land with AIDA, with the stipulation that it would be transferred to the Port Authority as soon as it was formed. Joe Harper said he could not make that commitment until he had discussed it with the San Luis City Council. Mr. Troccoli also said he wanted to discuss it with the Somerton City Council. Ms. Shipp reminded them that both the City of Yuma and Yuma County are on record with the Senator as being in favor of temporarily using AIDA, while San Luis and Somerton are on record as wanting the land transferred to the six entities. She suggested that San Luis and Somerton make a decision so that Senator McCain would know where all the YMPO's entities stood on the issue. Louise Renault suggested that Gary Magrino and Russ Jones (from the Chamber Transportation Committee) meet with San Luis and Somerton for informational meetings. Sal Troccoli was in agreement. Joe Harper said he would set up a meeting next Tuesday, September 1, 1998 with Gary Magrino and Russ Jones and he invited Mr. Troccoli.</p>
September 3, 1998	YMPO Executive Board	<p>ASH FUNDING PLAN:</p> <p>Resolution and IGA Schedule: A revised IGA for the ASH Funding Plan was distributed and Page 3, showing the % of state/% of local shares, was discussed. Members preferred the option which provided for a set amount, not a percentage (this option was included as an additional sheet with the draft). Casey Prochaska suggested including language clarifying that this - agreement would only be necessary if the voters reject a county-wide sales tax for the road. Lucy Shipp noted that the top paragraph on page 4 of the IGA should contain language requiring "approval by the voters."</p> <p>Louise Renault requested clarification regarding turn back values and the City's desire to keep certain arterial sections involved in other turn back negotiations. Bill Alfier said the specific turnbacks would have to be spelled out, not just an overall dollar amount. Mr. Alfier suggested that Bill Higgins from the state office of ADOT could visit Yuma and review the turnbacks. He agreed to contact Mr. Higgins and arrange a time. Joyce Wilson stated that the City is very happy with the turnback figures, she just wanted to discuss the 16th St. and 4th Ave. intersection.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Casey Prochaska questioned if this IGA will be ready for the State Board meeting later this month (Sept). Robert Vaughan said if it wasn't ready, it would be good for YMPO to appear at the meeting, to update them on the progress. It was suggested that attendance at a work session (the next one would be October 1 in Phoenix) would be easier to attend than the State Board meeting at the Grand Canyon on 9/18/98. Mr. Vaughan agreed to check on this.</p> <p>Equity Share of Cost: General consensus was expressed for approval of option #6 of the revised spreadsheet prepared by Bob Stull. This provides for an equity split based on population figures using only non-city residents in the County's count. Mayor Agustin Tumbaga said Somerton hadn't received enough information to make a decision, but at this time they could not commit to participation. Casey Prochaska suggested proceeding without Somerton, using figures listed as an alternate under option #6. There was discussion regarding what basis to use for population. Lucy Shipp asked if DES POPTAC's figures included recent annexations. Joyce Wilson said yes, they are current.</p> <p>Motion: Supervisor Casey Prochaska made a motion to accept Option #6, excluding Somerton and using the 1998 DES POPTAC population figures.</p> <p>Second: Louise Renault</p> <p>Action: Motion carried by a unanimous vote.</p> <p>Port of Entry Land Transfer to AIDA: Joyce Wilson commented on the importance and urgency of making a decision on the transfer of the land for the new Port of Entry, noting that there is only about two weeks left to have it included in a bill moving through Congress, transferring the land to AIDA.</p> <p>AIDA could then transfer the land to the GYPA (Greater Yuma Port Authority) after it is formed. This would also provide bonding ability. If congress closes this legislatively, it would be much easier, with less cost and bureaucracy. In addition, if the Environmental Assessment work is to continue, the land needs to be transferred out of the ownership of the Bureau of Reclamation. Mayor Agustin Tumbaga asked for clarification that AIDA is only a passthrough and that they will deed ownership to GYPA.</p> <p>Frank Irr asked for a motion. However, Joyce Wilson stated her concern about San Luis and Somerton's proposal to transfer the land to the six individual entities, who could then lease it to AIDA, then later transfer it to GYPA. Agustin Tumbaga stated that Somerton's legal counsel questioned the issue of local control. Louise Renault suggested Joyce Wilson provide a copy of the bill, clarifying the terms of the transfer. Frank Irr delayed action on this item until the next special Executive Board meeting on Thursday, September 10, 1998.</p>
September 10, 1998	YMPO Executive Board	<p>ASH FUNDING PLAN:</p> <p>A. Frank Irr reviewed the latest draft IGA, noting that on Page 3 of 14, actual percentages were indicated. These reflected the changes made by deleting Somerton from the agreement. General Hudson questioned the top of page 3, asking if the ASH does enter "into the City of San Luis". Frank Irr confirmed that it did, as it connects with Highway 95. There was discussion about the segment in San Luis and the need to correct the agreement to read, from "border segment". Louise Renault requested that the exhibits be included with future drafts. General Hudson noted some minor discrepancies: on page 7, the language referring to the \$28 million dollar local portion, seems to contradict the section dealing with credits. Casey Prochaska asked about section D on page 7, referring to funds being appropriated in the budget year 1999- 2000. General Hudson said the agreement shouldn't refer to a specific year. It should just reference "Program 2000-2004. Louise Renault questioned why, on page 4, there are references about final costs. Bill Alfier agreed with her and said if the agreement states a specific amount, then all references to "final costs" should be deleted. John Hudson asked if this IGA draft had been sent to ADOT staff in Phoenix for review. Robert Vaughan replied not yet.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Frank Irr asked if someone should go along to explain, but John Hudson said no. He suggested sending it by FAX and then having telephone conversations. Robert Vaughan said he and Jack Hammitt (ADOT Joint Project Administrator) could revise the wording.</p> <p>Motion: Clyde Cumming made a motion to incorporate the changes suggested at this meeting and then forward the revised draft IGA to ADOT for their evaluation.</p> <p>Second: Councilwoman Louise Renault</p> <p>Action: Motion passed with a unanimous vote.</p> <p>Regarding the proposed schedule, General Hudson said the procedure is to submit a project at a staff level through the District Engineer. Locally, this would be with Bill Alfier. Then, when it is discussed with the Transportation Board, they are more receptive.</p> <p>Frank Irr distributed a resolution stating that the State Transportation Board will be a sponsor for the San Luis Port of Entry.</p> <p>B. Port of Entry Land Transfer to the International Development Association (AIDA) Mayor Joe Harper stated that the City of San Luis supports the land going through AIDA. Mayor Tumbaga clarified that even if AIDA is not involved in this specific project, it will still be working along the border. Gary Magrino agreed that AIDA would be the appropriate agency to facilitate the transfer. Board members reviewed two versions of the U.S. House of Representative's Bill addressing the transfer of the port land from the Bureau of Reclamation. Mayor Harper said the San Luis City Council had reviewed the issue at their meeting the night before and recommended it be called "the Greater Yuma County Port Authority" (GYCPA). Mayor Tumbaga was concerned about the adoption of the port authority by-laws in conjunction with this bill, because Somerton may want to add some conditions to those by-laws. He said if the land was transferred to AIDA before there was an agreement on the by-laws, anything could be written into those by-laws. Frank Irr and Gary Magrino said they understood Mayor Tumbaga's concerns. Joyce Wilson noted that the transfer would not be immediate, but that the Bureau of Reclamation needs clarification of lead entity.</p> <p>Mayor Tumbaga asked if the GYCPA couldn't finance the cost of the land, would the City of Yuma acquire it. Joyce Wilson said the City of Yuma would consider it, but only in proportion to their voting rights. The money would be reimbursed by bonding. Mayor Tumbaga said he felt comfortable with going forward and transferring the land to AIDA.</p> <p>Mayor Tumbaga asked to address two issues concerning the port authority by-laws, but Frank Irr said they should be discussed at a later meeting of the Port Authority By-Laws Committee.</p> <p>Alex Ruiz questioned the Bill's language, page 14, paragraphs 12-24. He had understood that only Section 23 would be transferred. Joyce Wilson said these points could be stricken because it was just a general statement. If another entity, such as the Cocopah Tribe wanted the adjacent land, then the GYCPA would not stand in the way. Art Everett suggest the language remain as is. The port would need expansion room to grow.</p> <p>Motion: Art Everett made a motion to retain the language regarding parcels. The motion also included changing the port authority name to Greater Yuma County Port Authority (GYCPA)</p> <p>Second: Casey Prochaska</p> <p>Action: The motion was passed with 6 yes votes. Mayor Joe Harper voted no.</p>
September 29, 1999	YMPO Executive Board	<p>John Gross explained the current status of the ASH EA. ADOT has returned the draft to Kimley-Horn for corrections and it should be back to ADOT by the following week. After ADOT has done a final review, it will be forwarded to FHWA and other appropriate agencies. At that point, if there are no other comments, a "FONSI" (finding of no significant impact) will be issued.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Then the Native American consultations can be initiated to address the cultural artifacts that were found. Casey Prochaska mentioned that she would be meeting with the Quechans about another matter and would talk to them about this issue.</p> <p>Agustin Tumbaga said he thought a three-month extension would be sufficient and would place a tighter time constraint on the consultant. Lucy Shipp agreed. Casey Prochaska pointed out that the contract had been extended for a three-month (instead of six month) period in prior cases, but it had no effect.</p> <p>Motion: Mayor Joe Harper made a motion to approved Kimley Horn's request for a contract extension for an additional six months, to end March 30, 2000.</p> <p>Second: Supervisor Casey Prochaska.</p> <p>Action: Motion carried by a 6 to 1 vote, with Mayor Tumbaga casting the nay vote.</p>
November 12, 1998	YMPO Technical Advisory Committee	<p>ASH FUNDING PLAN</p> <p>John Gross updated the TAC members on the progress with the ASH IGA. He said all the member agencies had signed the IGA and it was now at the State Attorney General's office for review. Mr. Gross outlined the presentation to be given at the State Transportation Board (STB) meeting in Parker on November 20, 1998. He also mentioned that YMPO will extend an invitation to the STB to hold their March, 1999 meeting in Yuma.</p>
November 12, 1998	Letter to the YMPO Technical Advisory Committee	<p>UNITED STATES MARINE CORPS:</p> <p>November 12, 1998</p> <p>Mr. Wayne Colebank -- Logan Simpson Design Inc.</p> <p>398 S. Mill Avenue, Suite 200 Tempe, AZ 85281</p> <p>Dear Mr. Colebank:</p> <p>I am in receipt of your October 27, 1998 letter pertaining to cultural resource clearance for the Yuma Area Service Highway (ASH). The focus of the cultural resource clearance quandary is whether or not that portion of site AZ X :6:81 (World War II Gunnery Training Facility) affected by the ASH is or is not eligible for the National Register of Historic Places.</p> <p>MCAS Yuma does not have management responsibility over the cultural resources found on or adjacent to the Barry M. Goldwater Range (BMGR). The withdrawal legislation for the BMGR (PL 99-606) placed that jurisdiction with the Bureau of Land Management (BLM). The BLM should take the lead in working with Luke AFB and the State Historic Preservation Office in arriving at a decision on the cultural resources.</p> <p>I can confirm, as have my predecessors, that the ASH alignment will not impact on the capability of MCAS to perform its mission. If there are any questions regarding this response please feel free to contact my Community Planner, Mr. Thomas A. Manfredi at (520) 341-2272/2103, FAX (520) 341-3259.</p> <p>Sincerely,</p> <p>Colonel, U. S. Marine Corps Commanding Officer</p> <p>Copy to: YMPO</p>

Date	Meeting	Excerpts from YMPO meeting minutes
November 18, 1999	YMPO Executive Board	<p>ASH ENVIRONMENTAL ASSESSMENT:</p> <p>John Gross explained that the ASH EA has been forwarded to FHWA and they are in the process of deciding what level of Native American Consultations will be required and then will set up the consultation process. Casey Prochaska talked about the efforts made locally to meet with the Quechans. John Gross mentioned that YMPO had written a letter to Mike Jackson, Quechan Tribal President, requesting a meeting to update them on progress with various area projects, but had not received a response yet.</p>
December 14, 1999	YMPO Executive Board	<p>ASH ENVIRONMENTAL ASSESSMENT CONTRACT:</p> <p>John Gross said Kimley Horn had requested a contract extension and amendment for \$11,790.00 in additional funding for the ASH EA. There were questions and discussion about how the additional work outlined in the letter fits with the original scope of work. Staff was directed to have YMPO's attorney review the documents. Regarding the issues of Native American consultations, Joe Harper asked about the possibility of Executive Board members meeting with the Quechan Tribe and directly addressing any of their concerns.</p> <p>Motion: Mayor Joe Harper made a motion to postpone any decision until the YMPO's attorney has an opportunity to review the documents to determine if the work outlined in the contract amendment request is covered in the original scope of work.</p> <p>Second: Councilman Frank Irr</p> <p>Action: The motion was passed by a unanimous vote.</p>
January 27, 2000	YMPO Executive Board	<p>John Gross reviewed YMPO attorney Wayne Benesch's opinion regarding the expanded scope of work for the ASH EA and Kimley-Horn's request for more money. Mr. Benesch confirmed that the federal requirements for Native American consultations have changed since the contract with Kimley Horn was signed and the additional required scope of work would not be covered in the original contract. Mr. Gross recommended that the Board approve the change so the process can move forward. He also explained that the consultation process involved more than just the Quechans, and that there were other tribes and other cultural concerns. Agustin Tumbaga expressed concern that there would be more costs above the requested amount of \$11,790.00. Joe Harper asked what other costs may be involved. Mr. Gross said it could depend on how the artifacts are to be handled.</p> <p>Motion: Supervisor Tony Reyes made a motion to approve Kimley Horn's request for the ASH EA contract amendment for the expanded scope of work and for an additional contract amount of \$11,790.00. Any further expenditure must be reviewed and approved by the YMPO Executive Board.</p> <p>Second: Councilman Bobby Brooks</p> <p>Action: Motion carried by a unanimous vote.</p> <p>Regarding ADOT's portion of the funding for the ASH, John Gross explained that the draft FY2005 State Construction program does not include any money for the ASH. Mr. Gross met with ADOT staff, who said that the route would have to be designated as State Highway 95A. They also suggested two alternatives: 1) start construction at the Araby Road and San Luis locations in a phased plan that would eventually bring the two sections together. 2) build a two-lane road along the entire route and later add another two lanes. Both methods require moving ahead with acquisition of right of way. Mr. Gross said the board would have to make a decision concerning these options. There was discussion about how a two-lane road could be constructed within the parameters agreed upon in the IGA and there were concerns expressed that it may just remain a two-lane road. Casey Prochaska noted that if an election were conducted to raise the local portion of money, the amount committed would be for the entire ASH as presently designed, not one of the suggested alternatives. Consensus was that the Board remain committed to the IGA and not accept alternatives that would produces less than the project as designed.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>John Hudson expressed concern that since his term on the State Board has expired, ADOT staff would not give the ASH the priority necessary to have it completed. Bill Alfier noted that current volumes initially indicate a need for just a two-lane road, however he agreed that there was a need for ADOT's commitment to a complete build out.</p> <p>Bobby Brooks said the State's interest and emphasis seems to be on the Nogales area and San Luis is often left out of any consideration. Joe Harper said it was because that was the Canamex corridor. State Board member Dick Hileman said there is a growing public opposition to the proposed Canamex route though the Phoenix area, specifically on the 303. He said favor might be shifting to Western Arizona. Frank Irr said YMPO should keep the pressure on ADOT and remind them of their commitment in the IGA, a legal binding agreement. Staff was directed to write a letter to ADOT Director Mary Peters, expressing the Board's concerns, and copied to the State Board & YMPO Board members.</p>
February 24, 2000	YMPO Executive Board	<p>John Gross discussed his concerns about the lack of programmed funds for the ASH in the ADOT FY2005 program. He said there have been several meetings and George Wallace, ADOT project manager, has been assigned to work with staff and YMPO to address these concerns. There is a meeting scheduled for Thursday, March 2, to work on the process. Casey Prochaska said Mary Peters expressed a desire to resolve the concerns before the public hearings. Joe Harper said Margie Emmerman offered her assistance. Mr. Gross advised waiting to see what the meetings produce. Supervisor Prochaska reported she addressed these concerns to ADOT Assistant Director Victor Mendez, at the Engineer's meeting at MCAS.</p> <p>Native American Consultations -Mr. Gross updated the board on ADOT's efforts to set up consultations with ten different tribes. He said he and representatives from the Bureau of Reclamation had met with the Quechan Tribe. He clarified to the Tribal officials that the ASH and the Port project were separate. They had no objections to the port but they said they wanted to be involved in the ASH process and had many questions. Mr. Gross told them that the Native American Consultation process would address the various concerns and questions they had.</p>
March 30, 2000	YMPO Executive Board	<p>John Gross discussed the two meetings held with ADOT concerning the last of funding for the ASH in ADOT's FY2005 plan. Joe Harper noted that in talking with companies, construction of the ASH is a crucial part of bringing these companies in. ADOT has proposed a two-lane road initially, but Board members have expressed concern that the other two lanes may not be completed.</p> <p>Ross Hieb commented that the longer ADOT delays funding for the ASH, the more the State's share would grow, possibly to the point where they won't do it and wouldn't it be better to have at least a two lane than insist on a four lane and possibly have nothing.</p> <p>Bill Alfier said he wanted to push forward for the State Highway designation as soon as possible.</p> <p>Joe Harper brought up the issue about connectivity to County 23 west of Ave. E. He felt the present DCR does not provide enough access in what will eventually be a main thoroughfare through San Luis and more access points should be designed now, before the project goes any further. Tony Reyes commented that the ASH's limited access design is not necessary west of E, because now the heavy truck traffic will come from the new port on Ave. E</p> <p>Joshua Meyers, representing area property owner Border Ranches, showed a map and pointed out a 120-acre parcel sold for a major residential development, which will require access to County 23 at Ave. F. He said if access is not granted, the deal might be lost.</p> <p>Bill Alfier offered to have a meeting with San Luis officials to discuss this matter.</p>
April 27, 2000	YMPO Executive Board	<p>John Gross talked about the meetings held with ADOT and three entities directly involved (the City of Yuma, Yuma County and San Luis). The ADOT District office has developed a schedule for phased construction, local contributions and turn backs. A TAC subcommittee consisting of the entity's engineers, will be meeting Monday, May 1, 2000 to</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	review the schedule and will give recommendations to their respective jurisdiction. The District office will also start the process to designate the ASH as a state Highway. John Hudson said that since the schedule and any amendment to the IGA would need to be presented to the entity's governing authority, he reminded Board members to prepare to put it on their agendas.
May 25, 2000	YMPO Executive Board	<p>John Gross reviewed the addendum and timeline for the construction of the ASH to be forwarded for each entity's review. Ross Hieb asked what if we collect the local contributions, but ADOT doesn't build the road? Frank Irr explained that ADOT has a five-year plan, so in the years designated for the local contributions, YMPO would know what ADOT has planned and programmed for the ASH.</p> <p>At Tony Reyes' request, John Gross and Dallas Hammit explained the construction sequence for certain sections. There was also discussion about allowing access at points other than specified in the DCR. Tony Reyes said this would be a critical issue with San Luis.</p> <p>Motion: Councilman Ross Hieb made a motion to approve the draft addendum and timeline and to forward them to the individual entities for approval and signature.</p> <p>Second: Councilman Frank Irr.</p> <p>Action: The motion was carried by a unanimous vote.</p>
June 29, 2000	YMPO Executive Board	John Gross discussed the process to develop the addendum. The City attorney and ADOT are reviewing language changes. It is still anticipated that Casey Prochaska will be able to present the addendum to the State Transportation Board in August.
July 27, 2000	YMPO Executive Board	<p>John Gross referred to the latest addendum and reminded the Executive Board that these changes were a result of several meetings over the past two months, between ADOT, the City, the County and San Luis. Representatives of those entities have agreed to language and a timeline. He noted that the significant changes were 1) a change in west terminus on County 23rd, from Highway 95 in San Luis, to Ave. E ½, to accommodate San Luis' request to assume control of that portion of County 23rd. Representatives from San Luis had expressed concern that the access points in the DCR are too limited and would stifle the eastern growth of the City of San Luis. 2) that the City of Yuma would not be required to take their turnbacks until two lanes of the ASH were complete. Mr. Gross said that the City of Yuma, Yuma County and San Luis have all approved the addendum and the Town of Wellton will have it on their agenda for August 1, 2000. Joe Harper, referring to the San Luis council meeting, said some council members wanted to follow the City of Yuma's lead and not take their turnbacks until the highway was complete. However, Mr. Harper explained that it was a different situation because San Luis only had one mile and it was newly constructed, but the City of Yuma had several miles in varying conditions.</p> <p>Motion: Councilman Ross Hieb made a motion to approve the addendum to the Area Service Highway IGA, which defines the timeline for construction, turnbacks and local contributions.</p> <p>Second: Mayor Joe Harper</p> <p>Action: Motion carried by a unanimous vote.</p>
August 31, 2000	YMPO Executive Board	John Gross said that all the entities had approved and signed the ASH addendum and it was scheduled to be heard at the State Transportation Board meeting on September 3, 2000. Mr. Gross also said there would be a meeting on September 12, 2000, to discuss changes in the EA to address the change in termini from Highway 95 in San Luis to Avenue E.

Date	Meeting	Excerpts from YMPO meeting minutes
September 28, 2000	YMPO Executive Board	<p>A. IGA Addendum. Casey Prochaska said the IGA addendum (defining the timeline for construction, turnbacks and local contributions) has been signed by all entities, including ADOT. She complemented Dallas Hammit on the presentation he made at the State Transportation Board work session on September 7, 2000. Mrs. Prochaska noted that ADOT Director Mary Peters sent a note of congratulations.</p> <p>B. ASH EA. Regarding the ASH EA, John Gross said the FHWA had some concerns about the change in termini from Highway 95 in San Luis, to Ave. E ½. Steve Thomas (FHWA) met with YMPO, Bill Alfier and the consultants on September 12, 2000. Mr. Thomas would prefer that the ASH end at the new Port of Entry location on Avenue E. Mr. Gross explained that this would involve adding another section to the EA, and a modification to the OCR and the MIS. He noted, however, that eventually that section of Ave. E would require an EA before improvements could be made. Herman Basmacyan of Kimley Horn submitted a change in the scope of work to include an increase of \$78,000 and an extension of approximately 8 months to completion. Mr. Gross said that due to YMPO staff's work on the RTP, there will be some money available from that work task. He said there is also some funding available in transit planning for the balance. Lucy Shipp asked if there was any way to force Kimley Horn to finish the study within the proposed time frame. Tom Manfredi explained that Kimley Horn's delays on the EA were due to factors beyond their control.</p> <p>Motion: Supervisor Tony Reyes made a motion to approve the revised scope of work as proposed by Kimley Horn, to include revisions to the ASH Environmental Assessment, the Design Concept Report and the Major Investment Study, to address inclusion of the section of Ave. E from Co. 23rd to the proposed new commercial port of entry, at an additional cost of \$78,000 and a time extension of up to 8 months.</p> <p>Second: Mayor Joe Harper</p> <p>Action: The motion was passed by a unanimous vote.</p>
April 26, 2001	YMPO Executive Board	John Gross talked about the \$25 million cut in the State's proposed budget and reviewed a draft letter from Mary Peters to Governor Hull, expressing concerns about various transportation projects that may be impacted. Mr. Gross said that although the ASH is on the list, it is unlikely that it will be one of the projects affected. Both Supervisor Prochaska and Councilman Hieb traveled to the State Board Public hearings to speak in support of the Area Service Highway.
May 31, 2001	YMPO Executive Board	John Gross said that ADOT District Engineer Bill Alfier met with Tom Manfredi and staff personnel from MCAS. Mr. Manfredi explained that the Navy was taking over the Western half of the range and right of way acquisition will be through the Navy. Bill Alfier said there were concerns about costs, and that it would be beneficial to get everything out on the table, so there is time to address the concerns. There was discussion of who to invite, what to be discussed, and when to have it. Mr. Manfredi explained the Navy process might be more stringent. Mr. Alfier said it would be better to start by involving people at the local level to arrive at a consensus of need and list of things to be done, and then start the process. He will try to schedule a meeting for June.
June 28, 2001	YMPO Executive Board	Ross Hieb updated the Board on the current status of the ASH, resulting from a meeting he attended on June 13, 2001 with the technical staff from ADOT and MCAS. Paul Patane, engineer from ADOT, continued the discussion. He said the meeting was basically to establish the face-to-face contacts with the agencies involved. He said that ADOT will not have to pay for the right-of-way across the range, but there will be other costs. He talked about the various issues that were discussed, but he felt that everything could be resolved, including the concerns about the crossing at Co. 19. He said the EA is almost ready and public meetings are tentatively scheduled for August.
August 30, 2001	YMPO Executive Board	Ross Hieb talked about the ruling affecting the Flat-tailed Horned Lizard. John Gross said it will have an impact on the Ash EA. It was thought that the FONSI (Finding of No Significant Impact) would be issued in September, but now that will probably be delayed because of the ruling, (consultant says 6 months) although the EA is out for review to various agencies. He explained that the Dept. of Interior has to sign off, but that FHWA must go through a specific procedure.

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	Mr. Hieb asked how much of the ASH route was affected. Mr. Gross said most and it may also involve the port site. Mr. Hieb asked if road construction could start on the parts of the highway on the unaffected lands. Dallas Hammit, from ADOT, said no, that the EA must be completed before any construction can start. There was some discussion about the timing of the ASH and the Port. Frank Irr pointed out that if the EA consultant had not taken so long, YMPO would already have the EA and this finding may not be an issue. Mr. Gross said that most of the delay in the EA has been due to factors beyond the consultant's control and now they are just following direction from FHWA. Mr. Hammit said that even if the EA was complete, this finding would stop construction.
September 27, 2001	YMPO Executive Board	<p>A. John Gross provided more details on the ADOT meeting that will be held at Oliver's Grill. The meeting will allow ADOT to discuss elements with the consultants hired to design the Area Service Highway.</p> <p>B. Ross Hieb remarked about an e-mail he received from Joe Hughes, the Rural Liaison. The e-mail discussed using grant application matches to accelerate certain projects. John Gross remarked that the State Transportation Board is concerned about the economy in general and its impact on such loans. He noted that the State Transportation Board likes the idea of accelerating projects but not with blanket authority. They would prefer approvals on a project-by-project basis. Ross Hieb stated that they are concerned about borrowing money. They must anticipate what the funding level will be without taking away from future projects. John Hudson remarked that as long as TEA-21 is in place, they couldn't go beyond that length of time in the TEA-21 schedule. Mr. Gross also stated that the impact of having the ASH developed 3 years sooner would be that the turn backs would happen sooner. Lucy Shipp asked if this would accelerate when the local match is due. John Gross replied saying the due date for local match is mandated in the IGA.</p>
November 29, 2001	YMPO Executive Board	<p>John Gross reported that the Environmental Assessment draft has been forwarded from the consultant to the FHWA. At that point it should be forwarded to Federal agencies for further review, and it has not as yet. He recommended a letter be sent to FHWA requesting that the process be streamlined.</p> <p>Supervisor Lucy Shipp recommended the letter be copied to Mary Peters in Washington D.C. (via fax, not mail) maybe expediting the process. She suggested adding a phone call to Ms. Peters from Vice Chair Casey Prochaska announcing the sending of the fax.</p> <p>Casey Prochaska further suggested a cover letter be added to the (copied) correspondence stating all correspondence had been sent through the proper channels, and suggesting to Ms. Peters that perhaps she could be helpful in the request of moving the process along, as she had been so helpful to the Executive Board in the past.</p> <p><i>Continuation of discussion</i></p> <p>Tom Manfredi stated the Marine Corps is responsible for the west side of the Goldwater Range. MCAS Yuma is very aware of environmental documentation requirements, and does not want anything to go wrong because of the temporary halt in the review process.</p> <p>Mr. Gross stated that if the ASH project is accelerated, four lanes would be completed in 2007</p>
January 31, 2002	YMPO Executive Board	<p>John Gross reported that the assessment has progressed. Federal Highway Administration concerns had been addressed by consultant, Logan Simpson Design and a third draft of the report has been produced. Two changes in the EA had been requested by ADOT. The first is to cover additional Right of Way that had been identified during the design phase. The second is to update the document with data that was not available when the process was started in 1996. He further reported these activities would result in a 3-4 month delay in the project.</p> <p>The cost estimates for construction have been reduced to \$59 million, Mr. Gross added.</p> <p>Vice Chair Prochaska recommended that tasks be accomplished concurrently, in order to expedite the project.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
July 25, 2002	YMPO Executive Board	<p>DISCUSSION ON PROGRESS AND ROUTE:</p> <p>Mayor Larry Nelson reported he had recently spoken with Victor Mendez and the project is proceeding fine. He added that the recent news article in the Yuma Daily Sun reflected "in the future" in the planning process.</p> <p>Supervisor Casey Prochaska noted she had received calls from several farmers in the area of focus in the news article. The farmers were concerned about a wider route she, added. She requested a map of the area from the City of Yuma.</p> <p>Mayor Nelson stated that land development, either by the farmers or through the sale of land, would dictate any road changes, that the two were related.</p> <p>Supervisor Shipp added that the 'loop' in the valley held up the ASH for ten years. Many rely, she stated, on map info regardless of how far it is into the future. The message is interpreted that it affects long-range plans, she added.</p> <p>2:37 p.m. Council member Bobby Brooks exited the meeting room. 2:40 p.m. Mr. Brooks returned.</p>
August 22, 2002	YMPO Executive Board	<p>DISCUSSION ON PROGRESS AND ROUTE:</p> <p>John Gross announced the monthly progress meeting had been held the day before. The EA had not slipped in the preceding month and the EA public hearing was scheduled for November 21,2002. The work in progress continues to include the MCAS rifle range and lead in the soil, among other requirements. Although the completion schedule has not changed, Mr. Gross added, the TAC needed to review the schedule-in-progress as well as the IGA.</p>
September 26, 2002	YMPO Executive Board	<p>PROGRESS REPORT:</p> <p>ASH Progress Meeting / Dallas Hammit stated the big issue, currently, is environmental. The estimated date of FONZI is June 2003. Public meetings are scheduled for January 2003.</p> <p>Supervisor Shipp asked about the possibility of moving up the public meeting in order to avoid further delay.</p> <p>Area Service Highway IGA / John Gross stated there may be certain information in the IGA where circumstances have changed, maybe just a change in sequence. Supervisor Shipp noted caution, not wanting any changes that would jeopardize the overall program with ADOT.</p>
October 31, 2002	YMPO Executive Board	<p>AREA SERVICE HIGHWAY: Taken out of agenda order at request of Larry Hunt.</p> <p>1:53 p.m. Supervisor Shipp returned to the meeting room.</p> <p>Mr. Bill Alfier introduced Sam Maroufkhani, ADOT Development Division in Phoenix. He stated \$8 million was committed to the ASH Project each fiscal year. He gave a</p> <p>brief status report on the project work he has participated in thus far.</p> <p>Mike Bruder, ADOT SPMG continued the report to the Executive Board. He stated submittal of the General Plan for the major corridor was scheduled for early December, and then work will be done on the value design. The Environmental Assessment was due back in December, he added. Further, November 11,2002 the resolution for establishment of SR 195 will be presented to the State Transportation Board.</p> <p>Mr. Maroufkjani stated there was (currently) no funding for a help loan. He added that help loans were not placed in order of application, (regardless of funding availability) for when funds become available again.</p> <p>Discussion took place regarding available funding for initial construction of all four lanes. The ADOT representatives informed the Board that if only two lanes can be constructed (initially) that it would include fences and drainage.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
	YMPO Executive Board (continued)	<p>Steve Hansen, ADOT Right-of-Way Agent reported that condemnation procedures would be complete 18 months from the date the resolution is passed by the State Transportation Board.</p> <p>2:15 p.m. Chair Joe Harper exited the meeting room.</p> <p>2:11 p.m. Chair/Mayor Harper returned to the meeting room.</p> <p>Mr. Hansen added that private property owners along the ASH route should be contacted within 6 months of the passage of the resolution by the STB.</p> <p>Tom Manfredi cautioned Mr. Hansen to be sure the 'letter' and the full 'package' contents be ready for the Marines as soon as possible because it would take all of the 18 months for military review. The only individual authorized to sign the agreement would be the Assistant Secretary of the Navy.</p> <p>Roger Patterson added that the turnbacks could not happen until the right-of-way was complete.</p> <p>2:21 p.m. Mayor Larry Nelson entered the meeting room.</p> <p>Bill Altier stated it was very important to have in place everything that was to be done with Araby Road. Mayor Nelson added the Araby Road plan needed to be done now, including any alternatives.</p> <p>Chair Joe Harper stated he felt an entire meeting would be necessary to discuss the Araby Road circumstances.</p> <p>Mr. Maroufkhani stated that he and the other visiting ADOT staff needed direction on two issues from this meeting.</p> <ol style="list-style-type: none"> 1. Is everyone OK with the Implementation Plan? 2. Need YMPO Board approval to start the design. <p>3:00 p.m. Supervisor Casey Prochaska excused herself from the remainder of the meeting. She assigned her vote to Supervisor Lucy Shipp.</p> <p>With consensus, the Executive Board directed the T AC to review the Implementation Plan for approval. ADOT would look at implementing a study of options for Araby Road. The T AC would work on the issues of turnbacks.</p> <p>3:10p.m. Bill Alfier excused himself from the remainder of the meeting. He assigned his vote to Charlene Fitzgerald.</p>
December 12, 2002. Notes of Undeclared Meeting	YMPO Executive Board	<p>Speaking on ASH progress, Dallas Hammit reported the General Plan was completed. Currently, comments were being evaluated. Cost proposals for Sections 5 and 2 would (probably) be complete in January.</p> <p>Regarding the environmental he added it was hopeful the FONZI would be completed by the end of March. The draft was currently with Federal agencies for review.</p> <p>Speaking on the IGA, John Gross stated the changes to Exhibit C had placed all of the 'bombing range' in one segment. He added that no Help Loan money was currently available (thus the footnote change.) He added that Exhibit C changes had been reviewed by the T AC in coordination with ADOT. There would be 2 lanes by 2007.</p> <p>Supervisor Lucy Shipp stated she has concerns about DPS personnel problems following turnback of SR 95. At one time there had been discussions that turnbacks could result in fewer DPS assignments in this region.</p> <p>Bill Alfier added there needed to be a meeting with Lt. Figueroa regarding current staffing status and concerns of the Executive Board. DPS, he stated, would need an IGA with the County to patrol. The meeting should include Ralph Ogden, he added.</p> <p>Vice Chair Prochaska directed staff to identify the ASH as the Robert Vaughan Expressway on all YMPO Board of Director business from now on.</p>

Date	Meeting	Excerpts from YMPO meeting minutes
January 30, 2003	YMPO Executive Board	<p>Bill Alfier spoke giving the Executive Board a progress report. He stated the EA is moving forward. Federal agencies have commented on the draft although he had not seen those comments. He noted a meeting has been set for the first week of February to review the comments.</p> <p>Dallas Hammit reviewed the revised timeline, Exhibit C, to be inserted into the IGA. He noted that changes were made because of engineering decisions/revisions. He added that with the Executive Board approval of changes to the exhibit, there would be a new IGA addendum.</p> <p>Motion: Mayor Joe Harper made a motion to approve the new timeline, Exhibit C, as recommended by the T AC.</p> <p>Second: Supervisor Lucy Shipp</p> <p>Action: The motion carried unanimously.</p>